

FEBRUARY 23, 1951

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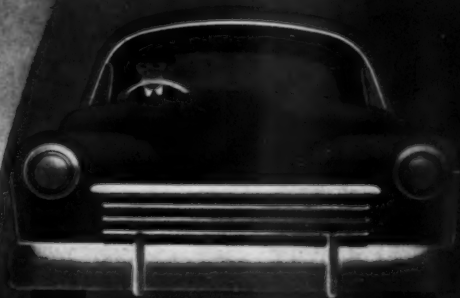
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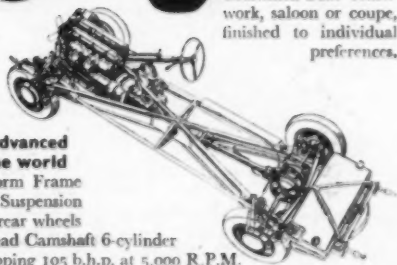


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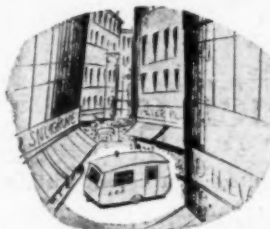
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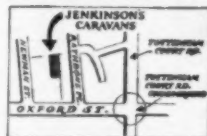
So one day A.S.J. asked "What's the most famous of all London shopping streets?"

"Oxford Street, of course! Selfridges, D. H. Evans, Peter Robinson, John Lewis, Marshall & Snelgrove, and loads more."

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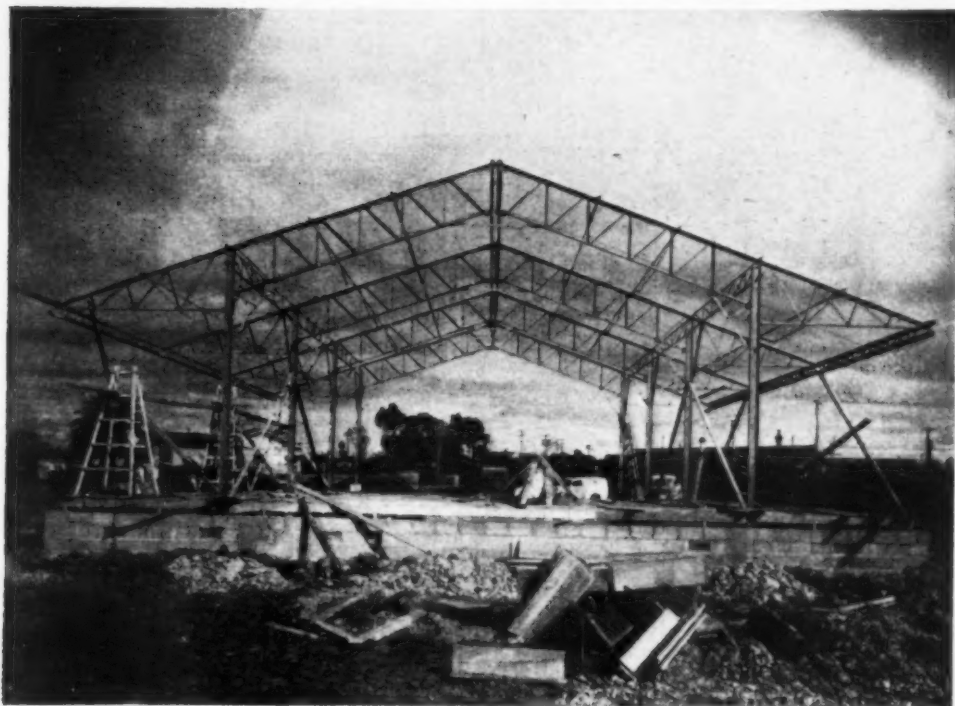
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THE most charming customers in the world do get so angry with us when our shipments are slow. Certainly they have had good cause to be angry. At one time deliveries were as long as six months; but by working Saturdays, Sundays and every daylight hour the good Lord vouchsafed to send us, the boys and I have at last beaten that delay down to an honest four months.

Of course, when you do get your building you try to forgive us and sometimes even say nice things about it. Look at the above picture sent home by our very patient friends, Messrs. L. J. Fisher & Co., of 43 Anzac Avenue, New Zealand, and read what they say:—

"We thought you would like to have a copy of this photograph for your record purposes. As you will see, the photograph was taken before the roofing was put on. This building went together splendidly and caused us no trouble whatever. There were one or two holes only which had to be re-drilled, but generally speaking we were delighted with the prefabrication and accuracy of your workmen."

It is a wonderful photograph, don't you think? Done by a first-rate artist who makes our ever-so-ordinary work look

so much better than it is, although the boys and I do try hard to make it look as good as you think it should be. The picture you see is the Model Ten of "Miss" Series 39, which is 30 feet wide between uprights, and 45 feet long, in three-bays of 15 feet each. On each side there is an extended eave of 10 feet, making 50 feet in all. The roof covering is in galvanised corrugated iron, and as for the height, it is 16 feet from ground level to the tops of the uprights, whilst the height under the eaves measures 11 feet 6 inches. It costs £348 delivered to any port in the world.

SERIES 39 is only one of four different types of iron buildings we have the honour to make for Importers who like us to work for them; but in that Series alone there are THIRTY-SIX Models, starting at 20 feet wide and going up to 40 feet, with uprights of from 10 to 20 feet according to needs. For nigh on thirty years we have been trying to get them better and better, but they are still by no means perfect. Wasn't it that old cross patch Thomas Carlyle who said that when a creative artist thinks his work is perfect, he ought to be buried? Well, we are not creative artists and we have no wish to be buried. We would far sooner enjoy the pleasure of working for You.

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CASTLE BROMWICH
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SEE OUR EXHIBIT
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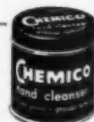
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The "WAVERLEY" GARAGE



Strongly framed with sides and rear end covered with asbestos sheets. Roof of Trafford Tiles. Half-glass mortised tenoned and braced double doors hung on 18in. tee hinges, and fitted with 6in. tower bolts and hasp and staple, providing an opening 7ft. 4in. wide. All necessary glass, putty, bolts, nuts, washers, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

Length ft. in.	Cash Price	or Depos. of	and 12 monthly p'mts
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14 ft	£37/10/-	£5/12/6	£218/3
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Extra for Permanent Door 5ft. wide, at back side, £2/10/-, or Depost 7/6 and 12 monthly payments of 4/-.

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In complete easily erected sections. Sides, back and roof are of fire-proof asbestos panels strongly framed and strengthened with galvanised sheet, ridging. Windows can be placed on each side or all one side as illustrated. Half-glass doors with fittings as in the "Waverley" Garage above. All necessary glass, screws, etc., supplied. Width 8ft. Height to Eaves 6ft. Height to Ridge 8ft. in all cases.

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18 ft	5	£54/15	£14/0	£57/0
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He couldn't prevent "the other fellow" cutting across.

But he *could* have made sure his brakes were efficient.

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But your repairer can tell, in a few minutes. Just ask him to test them for you, and adjust if necessary.



HERE'S THE BEST SAFETY RULE YOU CAN FOLLOW:

*Test your brakes when you
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every 2,000–3,000 miles*

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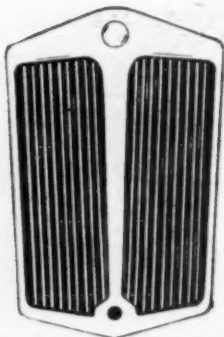
1. Does pedal go down nearly to floor?
2. Do brakes grab, chatter, or make grinding sound?
3. Do brakes fail to respond to increased pedal pressure?
4. When you brake, does steering pull to one side?

If the answer to any of these questions is "Yes," your brakes need attention—quickly.

But even without an obvious fault, they may be deceiving you dangerously. A test will tell.

Generally, adjustment restores full brake-power. But when at last it's time to reline, remember that Ferodo linings are made in correct grades for every motor vehicle on the road, and are fitted as standard equipment by the makers of most British cars.

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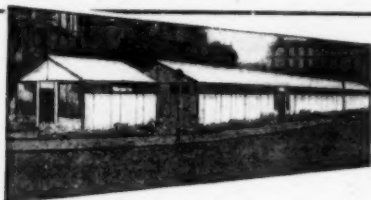


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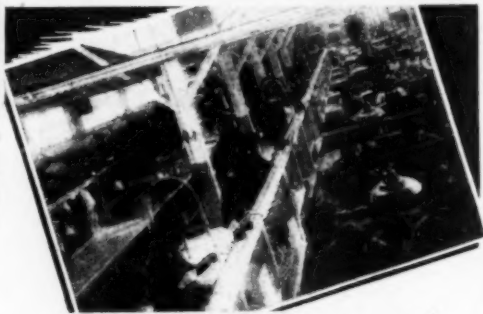
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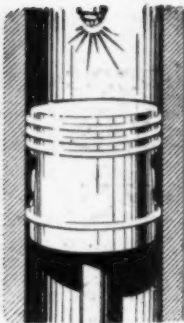
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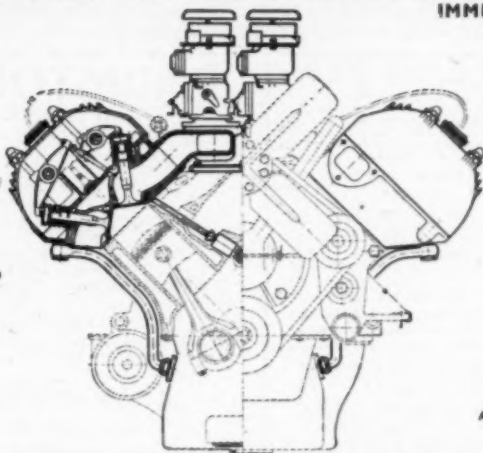
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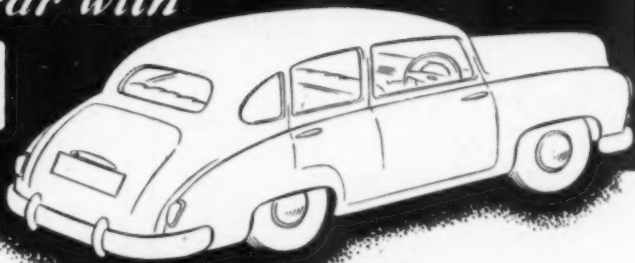
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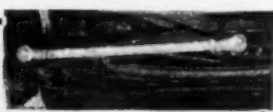
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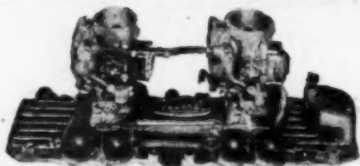
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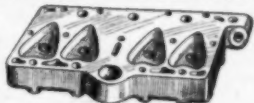
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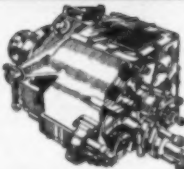
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The Autocar

FOUNDED 1895

No. 2882

FRIDAY, FEBRUARY 23, 1951

Vol. XCVI

Design for Scarcity

THOSE who see something stimulating about a period of renewed shortages are not necessarily crazy, for if a shortage becomes sufficiently drastic something is done about it. Up to now confidence has existed that the war-imposed scarcities would one day disappear, and it is the new necessity to earmark raw materials for armaments that is causing confidence to ebb. The latest reductions, recorded on another page, will do nothing to restore it.

But it is always darkest just before the dawn, and the present may ultimately prove to have been a pre-dawn period for personal transport. Shortages breed substitutes, and necessity is the mother of invention. The materials for making cars are short, and civilization has decided that personal transport is a necessity. As a result, inventive minds are likely to turn to this subject, and the situation may lead to ingenuities in design as yet undreamed of.

While there is little prospect of a revolutionary new form of vehicle appearing, the French Panhard, fully described on another page, is an indication of what can be expected. In this ingenious model, the designers set out to design for post-war economic conditions—not, it must be emphasized, for material scarcities—and their success may be judged by the enthusiasm of this journal's experienced staff for the result. A similar outlook, which must also take material shortages into account, is now being forced on Britain, and, to a degree, on America, and we have little doubt that interesting results will ensue. Far from regarding the present outlook as one of unrelieved gloom, therefore, we look forward to a rebirth of inventive and stimulating features in automobile design.

Making the Most of It

THE title, "Making the Most of Fuel," has a broader significance than the author of the present series of articles intended, and it is one upon which motorists can profitably speculate. The great problem of western civilization in Europe is coal supply, as rising standards of living and education lead to fewer men in the pits. Industry must, therefore, turn elsewhere for its fuel, and for the time being it can turn in only one direction, towards oil. Over the horizon is the road to atomic power, but for many years yet a more normal process than atomic fission is likely to drive the mills and factories.

This does not, as so many people suppose, spell petrol shortage, because in order to obtain heavy residual oils the volatile constituents must be distilled off, and petrol is one of these. Increased demand for heavy oils should, therefore, lead to increased production of petrol.

But if petrol is produced it must be utilized, and the car is the great user of petrol. At some point the fact puts a brake on the activity of Chancellors, who, at any time when extra taxation is called for, cast speculative eyes at the petrol pump. If the tax on petrol is increased to such an extent that the law of diminishing returns begins to operate, there is trouble at the refineries and pressure from the oil producers. And a very good thing for motorists, too. This year, it is just possible that Mr. Gaitskell might find himself in that dilemma if he decided to bleed car owners still further.

It is sometimes thought that extra output could lead to a substantial reduction in price per gallon, but two things have to be borne in mind. The tax component of the price is nearly 50 per cent, which diminishes the effect of small reductions on wholesale prices, and any large reduction merely presents the Chancellor with an opportunity to gain a few more pence of tax without inducing consumer resistance. But although it is becoming less inviting to tax petrol further, the critical point beyond which diminishing returns and over-production operate may not have been reached yet.

SCIENCE AND ROAD TRAFFIC-7

The Path of the Tortoise

PROGRESS REPORT FROM THE LONG
AND DIFFICULT SCIENTIFIC ROUTE
TOWARDS ROAD SAFETY

by Michael Brown

This article continues the series begun in 1949 and temporarily concluded in the issue of July 14, 1950. The series is intended to keep motorists abreast of the work of the Road Research Laboratory—and particularly that of the road safety section at Langley, Buckinghamshire—because there is no doubt that the ultimate degree of road safety achieved in this country will be a result of the work going on. Already the findings of the Laboratory have been recognized in legislation aimed at implementing its conclusions.

THERE is nothing sardonic about the selected title for this review if the old fable of the tortoise and the hare is remembered. The tortoise got there—first—and the fable is strongly brought to mind by two recent happenings in the road safety world. One was Lord Lucas' memorable conference in London, with its air of desperation and the flood of safety suggestions that followed from the public, the other the precise delivery, in front of a learned audience at the Royal Society of Arts, London, of the three Cantor lectures on road safety by Dr. W. H. Glanville, C.B.E., D.Sc., Ph.D., M.I.C.E., the Director of Road Research. Listen to this gem of understatement that pin-points the utter confusion which exists over road safety in the public mind. "The collection of facts . . . is an important part of our work; indeed, it is a fundamental feature of scientific method which I need not emphasize to a scientific audience. I need only say that there are few people without opinions on some aspect of road safety, but the facts by which to justify them are generally not easy to acquire."

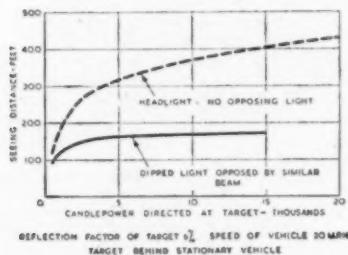


Fig. 1: Seeing distance for unopposed and opposed lights as a function of candle-power.



Seeing distance is at its maximum when the driver is suffering a reached as a result of lighting experiments

Hence the tortoise simile, for the collection of scientific road data is a slow business. Yet progress has been commendable, and the three Cantor lectures were the Director of Road Research's report on this, their content following naturally on the six previous articles published by this journal.

Work on the vehicle has included investigation of lighting, and it is considered that, provided he is not being dazzled, a driver can see a sufficient distance ahead with the head lamps normally fitted. Increasing the candle-power of the lamps increases the seeing distance, but the

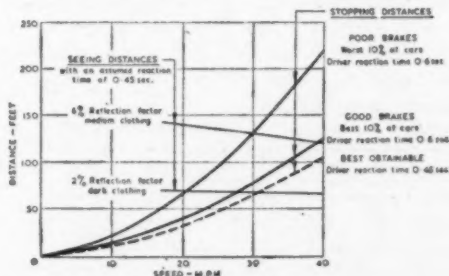


Fig. 2: Stopping distances and seeing distances related to the condition of brakes and the reaction time of the driver.



certain amount of dazzle—a surprising conclusion that has been carried out by the Road Research Laboratory.

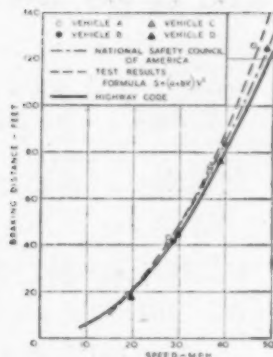
increases are disproportionate, a very big increase in candlepower being necessary to add a few feet to the seeing distance (Fig. I). But if the driver is faced with another vehicle bearing similar head lamps the curve of seeing distance against candlepower is quite different. Beyond a certain point extra candlepower gives no help but merely makes the lamps more dazzling. Nevertheless—and this point is important for motorists who are too ready to resent bright lights—the seeing distance is greater at a candlepower above the comfort level than when the candle-power is reduced sufficiently to eliminate dazzle.

This was borne out by experiments with commercial lamps. Maximum seeing distance was obtained with a dip of 2 deg below horizontal, although the manufacturers provided a 3 deg dip.

The great danger of dipped lamps was confirmed, the seeing distance, even with best alignment, being found to be small, particularly when an obstruction in the path of the vehicle was dark. Darkest clothing has a reflection factor of only about 2 per cent, and is visible in ordinary head lights at about 50 to 60ft. But this distance is less than the average stopping distance from 30 m.p.h., even if the car has good brakes (stopping distance = reaction distance plus braking distance). Seeing distance also decreases with speed (Fig. II), while stopping distance increases (rapidly). The remedy is to slow down when dipped.

Dr. Glanville held that polarized light could provide the complete answer, and the lines along which the laboratory is working were indicated in *The Autocar* leading article on December 15; on sharply cut-off beams he spoke with

Fig. III : Relation between braking distance and speed for four cars, based on average results for six drivers and compared with other published figures.



reserve, emphasizing the need for extremely accurate setting of the lamps providing these.

An unappreciated but valuable point about the system of polarized lighting under investigation is that it would compel use; operation of the dip-switch would extinguish the head lamps, switch on a polarized pass lamp and interpose a polarized vizor between the driver's eyes and the oncoming lights. But as the polarized pass lamp would be extremely brilliant when viewed normally—to nullify the inevitable loss of light involved in polarization—other drivers would be forced to respond to it. However, the brilliance necessary is a drawback for other road users such as pedestrians and cyclists, and it is not easy to see how this is to be overcome; they cannot be expected to wear spectacles every time they venture on to the road at night.

Statistics have been collected for braking performances, and in view of the risk of unreliability arising from procedure a critical examination was conducted of methods of brake testing. Effort was made to arrive at a satisfactory standard of efficiency for mass testing, and methods were studied, in view of the recommendation of the M.O.T. Road Safety Committee that compulsory brake testing should be adopted in Britain.

Controlled tests on post-war cars (properly adjusted brakes, non-skid surface) are shown in Fig. III, stops being made from speeds up to 60 m.p.h. The result confirmed the accuracy of the stopping distances quoted in the Highway Code. The belief sometimes held that braking distance is

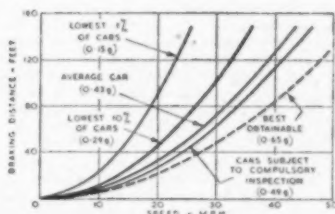


Fig. IV : Estimated braking distances from various speeds of cars at present in use on the roads. (g is the acceleration caused by gravity—32ft per sec per sec.—used as a standard.)

proportional to the square of the initial speed was disproved. Average deceleration is not constant, but decreases as speed is increased. The driver, said the Road Research Director, appears to be disinclined to depress the brake pedal smartly at high speeds.

Dr. Glanville clarified stopping terms on the lines quoted above (stopping distance = braking distance plus reaction distance). In a moving vehicle, he said, shortest reaction time was about half a second, about half of this time being

THE PATH OF THE TORTOISE : continued

the interval during which the driver transfers his foot from throttle pedal to brake.

Braking performances of vehicles in everyday use were measured by the police, using decelerometers to record maximum deceleration. Vehicles were selected showing signs of lack of maintenance and their owners had no prior warning of test. The curves in Fig. IV are derived from such data.

Fig. V summarizes the data obtained. On average, it was found that braking performance decreased with vehicle age, and that vehicles with signs of lack of maintenance had a poorer performance than those selected at random (both of these results, of course, might have been expected). Police tests on hire cars *after* prior notice showed that standards on such cars were higher, probably because the brakes had been adjusted; the Laboratory is now trying to ascertain if these standards were maintained.

Other tests showed that about 30 per cent of all cars

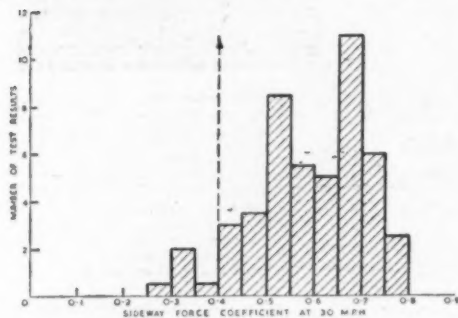


Fig. VI: Encouraging results of skidding tests on a sample of forty-eight sections of road in one county. (Sideways force coefficient may be accepted as a measure of resistance to skidding.)

examined had very little braking on one or more wheels. It is hard to believe that drivers are sufficiently insensitive to braking forces not to realize during driving when this state of affairs applies, and the figure is a sharp criticism of driver responsibility.

Most of what needs to be said at this juncture about skidding was included in the two articles on vehicle braking published on January 19 and 26, 1951; some interesting facts given by Dr. Glanville, however, merit reiteration. About 3 per cent of all reported accidents are attributed to skidding, and about 7 per cent of all accidents involving motor cycles. On the evidence quoted in "Vehicle Braking" resistance to skidding in wet weather depends on the expulsion of the water film between tyre and road. But something else besides improved drainage and reduced area of contact between tyre and road must be taken into account. Evidence collected by the Laboratory is tending to show that this other factor is the actual *shape* of individual projections in the road surface. On theoretical grounds (infinite pressure on infinitesimally small areas of contact) extremely high pressures would be expected at the summits of really sharp road projections. The caution should be sounded at this point, however, that road surfaces and tyre treads cannot be designed and constructed solely with the idea of resistance to wet weather skidding; there are obvious other factors to be considered.

The Laboratory has found that there are few instances of skidding difficulties on roads with a sideways force coefficient above 0.4 at 30 m.p.h., and in the light of this fact Fig. VI may be studied, which shows what may be achieved with current road construction methods and even today's sketchy road maintenance. This aspect of the skidding problem, said Dr. Glanville, is, of course, the concern of the

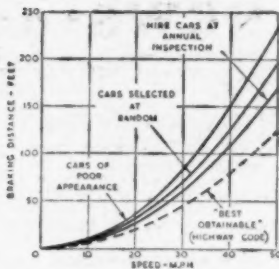


Fig. V: Average braking distances of cars in use, classified according to tested examples.

road engineer, but motorists can minimize liability to skid by "reading" the road surface correctly and by attending to tyres.

The hardness of tread rubber and the tread pattern have an important influence on skidding resistance. Hardness is, of course, controlled in manufacture, but the motorist may exercise some judgment in selection of tread pattern, and Fig. VII is significant. Ten different tread patterns were used (all new) and the upper curves show best and worst results on a road surface of close texture (a "smooth" road). This wide variation merits study by the tyre manufacturers, especially in view of the lower two curves, which show best and worst results on an open-texture road. On such a road, the Laboratory points out, tread patterns were almost without effect, and it may be assumed, therefore, that tread patterns need designing for smooth surfaces only.

Finally, another implied criticism of motorists (and of economic policy that results in scarcity and fantastically high prices for an object that contributes to road safety). A survey of tyres in use showed that about 30 per cent of the vehicles examined had tyres with smooth treads on two or more wheels. From the safety angle, this cannot be said to be good enough.

To be concluded.

Previous articles in this series have been:—"Collecting the Data" (December 9, 1949); "Pint Pots and Quarts" (December 30, 1949); "Proof of the Pudding" (January 13, 1950); "Metropolitan Indigestion" (February 10, 1950); "Practical Interlude" (March 3, 1950); and "The Pedestrian Crossing" (July 14, 1950)

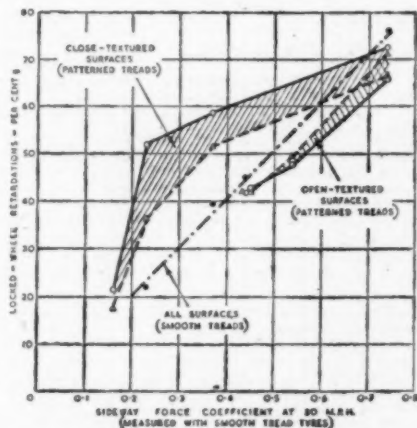


Fig. VII: Vehicle retardations from 30 m.p.h. obtained with a variety of tyre tread patterns and road surface textures.

NEWS and VIEWS

MORE CAR PRICE INCREASES ANNOUNCED

Examiners' Salaries

SALARY scales for driving examiners have recently been revised, and the rates in London are £385 per annum, rising to a maximum of £500 for men, and £335 rising to £400 for women. Outside London rates are slightly lower.

More Suppressors

ADDING to the list of vehicles starting their existence suppressed against radio and television interference, are petrol-engined vehicles being supplied to Shell-Mex and B.P., Ltd. All vehicles at present in service within the television areas are being similarly equipped.

"The Autocar" Index

READERS who have kept their copies of *The Autocar* during 1950 can now purchase a comprehensive index and binding case. The index costs 1s or 1s 1½d post free, and the binding case 5s, 5s 4d by post. Both are available from Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.

Where They Go

THIRTY-FOUR new cars have been delivered to Service Departments since December 1, 1950, the commencement date for the two-year Covenant, and one new car to other Government departments. This last was to replace a car bought in 1946 and damaged beyond repair. Motorists waiting for cars ordered in 1946 will appreciate this necessity.

Polish Petrol Rationing

PETROL rationing has been introduced in Poland for the first time. Private cars are limited to 125 miles a month and there will be no ration for cars exceeding 2½-litres engine capacity. The only exceptions to the rationing regulations are doctors, dentists, veterinary surgeons, and certain workers. Poland is rich in gas, coke, and charcoal which may be used instead of petrol.

Fewer Ships. More Cars

WITH the Government chartering right and left in order to bring American coal to Britain and so avoid a fuel crisis, ships are short for car exports and more cars will come on to the home market for a period. It would be wrong, however, to suggest that this will mean an increase over the yearly allocation. Fat months for home buyers will result in lean counterparts as the shipping situation eases.

Driving It Home

IT has often been suggested that the natural film actor is better than the professional, and this was demonstrated by the War Office film, "Road Sense," which was given a private showing by the Army Kinema Corporation on February 14. The examples of clowning, ineptitude, and perfection given by the Service drivers who made this film, went home hard with the lesson of good driving.

The sequences vividly covered such subjects as concentration, cornering, pass-

ing, spacing on the road, and all the varied situations where foresight and care are invaluable. This film, which is to be released and used as an integral part of driver training all over the world, should prevent as many real crashes as it contains suitably gruesome faked ones. It has an introduction by Raymond Mays.

Latest Price Increases

CAR prices have continued to rise during the last week, the latest to be affected being as follows:—

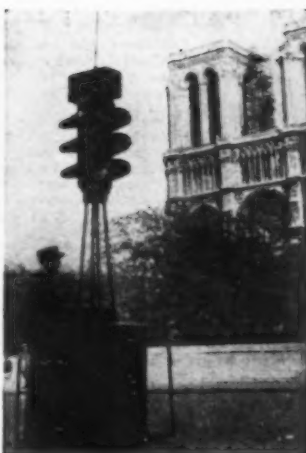
	Previous Total £ s d	New List Price £ s d	New Total £ s d
Les Francis 11 h.p. 4-door 4-light saloon	1380 15 0	1130	1444 13 9
14-70 h.p. 6-light saloon	1656 6 1	1530	1700 3 11
18 h.p. 6-light saloon	1700 3 11	1550	1764 1 9
2½-litre sports Healey Tickford sports saloon	1393 10 7	1140	1457 8 7
1653 10 7	1400	1801 17 2	
de Witt Javelin	761 0 7	655	812 8 9
saloon	688 16 1	755	939 16 4
Saloon de luxe Jupiter	1006 17 3	875	1118 10 1

International Roads

THE United Nations Economic Mission for Europe has expanded its plans for an international European super-highway network covering 33,600 miles in 20 European countries from Britain to the Bosphorus. Austria, Yugoslavia and Turkey have proposed the addition of another 3,728 miles to the network, and Turkish experts have designed plans to build more than 3,000 miles of first-class roads in their own country.

Armament Intrusion

IN the course of the debate on defence in the House of Commons last week, Mr. Strachey, the Secretary of State for War, admitted that the production of the large number of "B" vehicles required for the army would make a large dent in



The Paris police have recently been making experiments with radio-controlled traffic signals for temporary use where traffic diversions are in force. A complete set of battery-operated lights can be put down at a complicated junction and controlled from a master switch operated by a single police officer. This picture, taken outside Notre Dame, shows the master installation with transmitting set and aerial on the top.

the other productive capacity of the motor industry. This, he said was a good example of where they could not carry through their programme without displacing a certain amount of useful and desirable civil production. That was bound to happen, but luckily the industry was a very big one, and he did not think they ought to have any special difficulty in seeing that those very substantial orders of "B" vehicles were met.

NICKEL FOR PLATING CUT

LAST week saw a raw material cut to the motor industry that is much more serious than it appears to the casual observer. Supplies of nickel for chromium plating purposes will be sharply reduced this year, it is believed by about 30 to 35 per cent over 1950. This cut is quite separate from the nickel cut already made in the manufacture of nickel steels.

It is important to realize that chromium plating is very rarely pure embellishment; much more often than not it is an essential protection for what lies beneath, and all plating just cannot be abandoned on cars. Plating is done to British Standard 1224, and forms a very thin coat of chromium on nickel. The reason for the nickel is that thin chromium is porous, and an undercoat is necessary. The specification allows alternatively for an undercoat of copper and nickel, the copper being deposited first, up to a 50-50 ratio.

There are two difficulties in front of the motor industry as a result of this latest restriction. One is to find substitutes, and the other is the effect in the export market of British cars appearing minus their customary bright features. As regards substitutes the position of the industry is very much that of the cornered

fugitive, vainly trying to escape and finding every avenue closed. The chromium cannot be thickened up, for instance, without using too much of that scarce metal. Copper can be used only if expensive copper plating plant—using desperately short sulphuric acid—is installed, and copper again is scarce. Stainless steel contains 18 per cent chromium and 8 per cent nickel, and its employment would thus use more nickel than plating does at the moment. Chromium iron and chromium steel are not manufactured in any great quantities in this country, and a big demand would introduce technical difficulties. The same applies to any substitute elements not already in large-scale use. It is significant that the Ministry of Supply has not yet made any recommendations with regard to substitutes, although it may possibly do so in the future.

The export difficulty is considerable, although U.S.A. manufacturers are already restricted to a similar degree by parallel cuts made by the U.S. Department of Commerce. These are specific, and some of the items included give an idea of the drastic nature of the cut. They are bumpers, grilles, hardware, horn rings,

horns, hub caps, silencers, steering wheel spoke wire, trim, wheel rings and covers; also a long list of accessories. But other countries have not yet fallen into line, and they represent competitors in the export field. Unless they do so—as they should by virtue of their membership of the North Atlantic Treaty Organization—the cars of France, Italy, Germany and Sweden will look bright and shiny by comparison with their British counterparts. Countries behind the Iron Curtain are in a different category, of course, but they do not compete seriously in most markets.

Discussions are going on in Washington regarding the allocation of scarce materials, and it is possible that some general agreement will result. But in the meantime it is obvious that what, at first sight, seems a minor cut in material has quite serious implications for the motor industry.

Plastics in Transport

ONE of the sessions to be included in the 1951 British Plastics Convention will be on plastics in the transport industry. The Convention will be held concurrently with the British Plastics Exhibition at Olympia from June 6 to 16. The exhibition and Convention are organized by British Plastics, Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.

Forth Ferry

THE fourth of the new Fifth of Forth ferry boats has now been delivered to Grantham in readiness for the opening of the Fifth ferry service from Grantham to Burntisland. It is expected that the Burntisland pier alterations will be completed by March and that the service will commence in May. The four boats are constructed to allow their use at any stage of the tide and each may carry 50 cars.

Farewell to W. B. Phillips

MR. WALLACE B. PHILLIPS, who is returning to the United States, was guest of honour at a farewell dinner given by the directors of the Pyrene company on Thursday evening last week at the Savoy Hotel, London. Chairman of the company, Mr. Phillips has spent over 40 years in this country and has made a host of friends. It would not be possible to detail his numerous activities, but for many years he has been a vice-president of the Royal Society for the Prevention of Accidents. During the war he was director general of the American Ambulance of Great Britain, and he is president of the American Chamber of Commerce in London.

Many tributes were paid by the various speakers and an illuminated address bearing 167 signatures of employees who have served over 15 years with the company was presented by Mr. F. A. Harrison, who presided over a large attendance, comprising many leaders of industry.

Canadian Comments

STANDARDS of living in Canada are shown by recent motoring statistics to be high. There is now one car for every 7.6 Canadians, compared with one for every 10 in 1946 and for every 8.6 in 1949. Canadian exports in 1950 were about the same as in 1949, less than 10 per cent of production, compared with a pre-war export of 35 per cent.

The president of the Canadian General

Motors said recently that currency restrictions and devaluation continued to bar Canadian car manufacturers from the market overseas for an indefinite period. He said that the threat of steel shortage was as serious as it had ever been, and any drastic reduction in the amount of steel made available to the automobile industry in the United States was bound to have its reflection in Canada. The industry felt some supply restrictions and he considered that the market vacuum so created was filled in part by the inrush of British cars which accounted for the greater part of the import total. They represented approximately 20 per cent of the market, but he thought that this condition might begin to correct itself.

In May, Canadian anti-dumping regulations will come into force.

December Production

PRODUCTION of new cars in December, 1950—a five-week month—was surprisingly low, although that month should not have shown the effect of reduced steel allocations. The total was 44,362, less than the four-week November total of 46,514. Of those, 32,643 were for export (about 73 per cent) and the categories were as follows, November figures being repeated for comparison:—

	Dec.	Nov.
Up to 1,600 c.c.	30,005	30,460
1,600 to 2,200 c.c.	5,929	7,558
Over 2,200 c.c.	7,428	8,496

"Q" Cars Discussed

IN the House of Lords last week, in answer to Earl Howe, Lord Shepherd, Captain Gentleman at Arms, said that the employment of plain clothes patrols for motor patrol duty was one of a number of subjects discussed at a recent conference of chief constables. The measures taken by the police to prevent and detect breaches of the law were finally the responsibility of the police, but the Home Secretary informed the conference that in the light of the appalling toll of casualties from road accidents the Government were in sympathy with any measure, including the proper employment of plain clothes patrols, which had as its object the prevention of dangerous

driving and the detection of the small minority of selfish and reckless motorists who at present disregarded the law.

Earl Howe asked if the Government were aware that a scientific investigation by the Road Research Board into the employment of "courtesy cops" disclosed that there was a diminution by 10 per cent of accidents in areas where they were employed. Would there be a similar investigation where plain clothes motor patrols were employed?

Lord Shepherd promised to convey the suggestion to the Home Secretary.

For Overseas Interest

A TEN-MINUTE film "Auto Suggestion" has been added to the series sponsored by the Board of Trade and produced by the Crown Film Unit. The new film provides quick glimpses of the many phases of the British motor industry and portrays many standard types of cars large and small, concluding with a glimpse of JET I, the registration letters of the Rover first turbocar. Copies of the film are now on the way to 78 territories abroad.

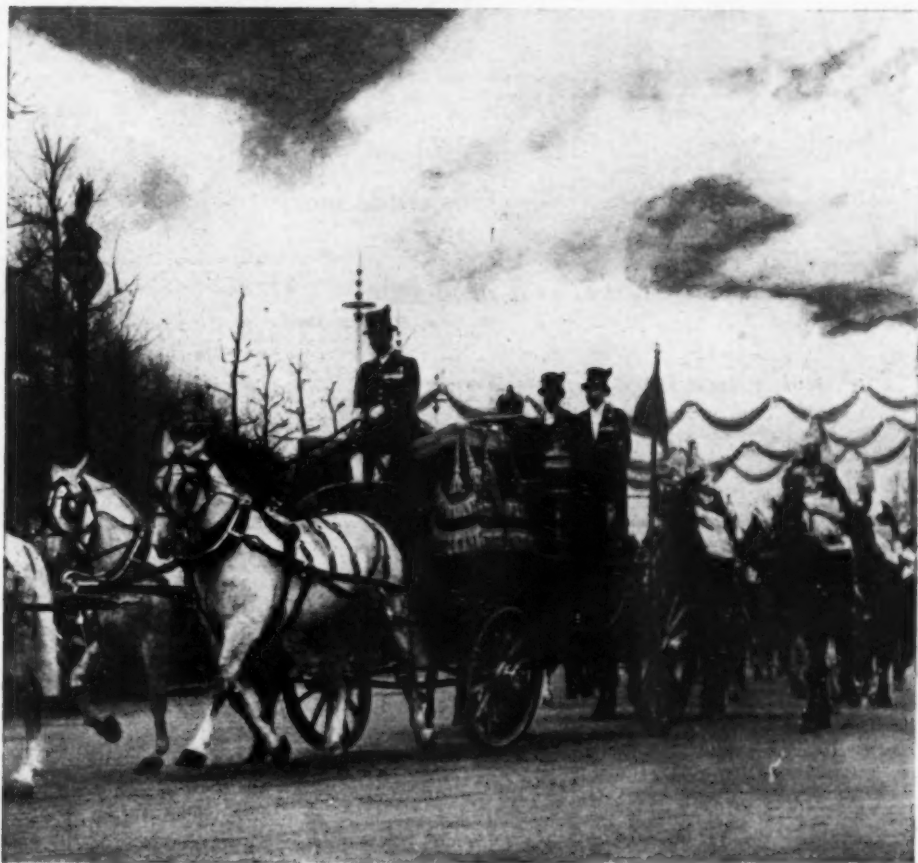
Turin Show

THE 33rd Motor Show at Turin takes place in the Exhibition Hall on the banks of the Po river from April 4 to 15. There will be over 400 exhibitors, including 58 car manufacturers. Britain will have the largest representation, with 20 makes of car. These will include the Cooper, appearing at an international show for the first time, the others being Armstrong Siddeley, Aston Martin, Austin, Bentley, Bristol, Ford, Hillman, Humber, Jaguar, Jowett, Lagonda, M.G., Morris, Riley, Rolls-Royce, Singer, Sunbeam, Vauxhall and Wolseley. The United States is next with 19 makes and Italy will show nine, including the Nardi and the Osca. France is sending six makes and Germany four.

As usual, a feature of the exhibition will be the work of the Italian coach-builders, 23 of whom are exhibiting. A further 29 exhibitors will show examples of Italian bodywork for motor coaches and public service vehicles.



The Austin A.40 sports convertible, announced last autumn at the London Show, has been introduced to the American market. This version of the A.40 has twin carburetors.



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The State opening of Parliament . . . truly a Royal occasion with its colour and its pageantry . . . yet symbolising the very essence of our British Democracy . . . all that's best of the Past joining with, and giving authority to, the needs of the Present . . . an occasion as typical of our way of life as the craftsmanship that goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain'.

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MAKING THE MOST OF FUEL : 2

by Donald H. Smith, M.I.Mech.E.

Running on Air

VOLUMETRIC EFFICIENCY : AIR INTAKE
DETERMINES THE POWER OF AN ENGINE :
BY-WAYS OF ECONOMY, AND FUEL DOPES

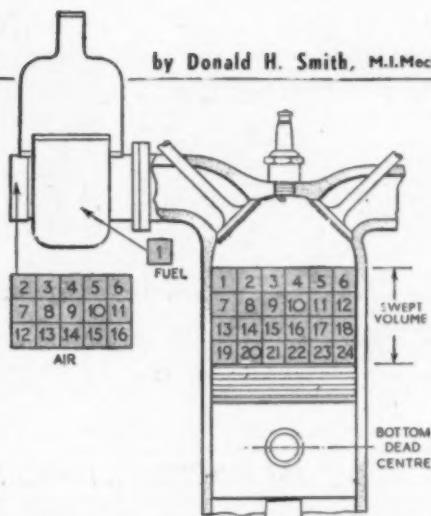
MOST people think in terms of the fuel they buy when the power and performance of their cars are in question. It is commonly assumed that if more fuel can be got into the engine more power will be delivered. Or if more fuel cannot be put in, then perhaps something can be added to make it "stronger" and so increase the power that way.

Throughout the history of motoring such ideas have been reflected in the invention of numerous devices or dopes directed to this end, but in these enlightened days every car owner should know that it is the amount of air that goes into his engine cylinders that determines the amount of fuel that can be burned and consequently the maximum performance. The term volumetric efficiency is generally taken to mean the air pumping efficiency of the engine, or more accurately the degree to which the engine can fill its cylinders with air.

A normally aspirated engine, not supercharged, draws air (strictly speaking, mixture) in because its piston descends in the cylinder. The air must pass through an air filter, a carburettor, a manifold and a valve port, all of which are restrictions to free flow. Theoretically the engine should draw in the volume of the part of the cylinder swept by the piston. In practice the intake is less than the swept volume, the reasons being (a) that the various restrictions in the inlet duct limit the flow of air, which is thus unable to follow the piston sufficiently quickly to fill the swept volume in the time available, and (b) that once the engine is running there may be residual gas in the cylinder from the previous burning which prevents a full charge of new air being drawn in. The first-mentioned cause of deficient air intake is the more serious. The ratio between the volume of air actually taken in and the swept volume is the measure of volumetric efficiency; it is expressed as a percentage.

Variation with Speed

Now the volumetric efficiency of a given engine is determined by its design, and varies with the operating speed. The weight of air drawn in per stroke at any speed can be calculated by reference to a speed-volumetric efficiency curve; that quantity will suffice for the complete combustion of a certain weight of fuel, no more and no less. Thus air intake is the prime factor in the determination of the power that can be obtained, for there is no difficulty whatever in introducing the requisite quantity of fuel. It will be appreciated, therefore, that our engines do indeed "run on air" and if we wish to extract more power from them we must first find a method of getting more air in before any thought is directed towards increasing the fuel supply. For the moment the given engine as designed is alone being considered. Some slight increase in power could be obtained by an increase of compression ratio and more may result from increasing the engine speed. It should be noted, however, that increased compression ratio is a means of im-



Volumetric efficiency (the amount of mixture which the engine normally breathes in) expressed as a diagram. The capacity of this cylinder is 24 cubic units; it can breathe in through its inlet valve a mixture of 1 petrol and 15 air cubic units, so has an efficiency of 16 to 24, or 66 2/3 per cent.

proving combustion efficiency, while increase of r.p.m. is simply a means of utilizing more air in the same time.

Inducing more air into the cylinder at each stroke can be assisted to some small degree by suitable valve timing and corresponding design of valve ports, exhaust manifold and exhaust pipe, whereby the exhaust gas has an extractor effect on the residual gas in the cylinder and thus assists the natural aspiration process. At this stage we may examine the possibilities of "extra air" devices and fuel dopes of various kinds which the car owner can himself apply to his engine.

"Extra Air"

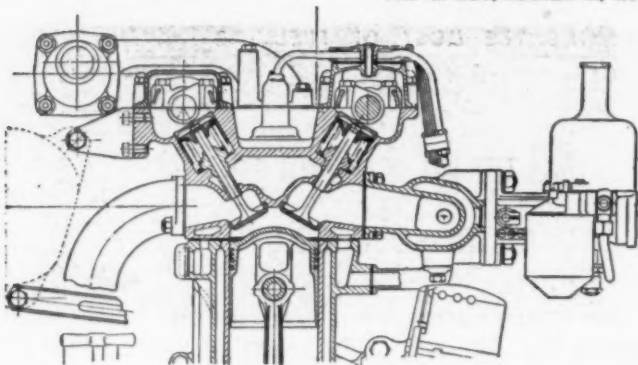
To consider "extra air" first, the idea is to admit air at a point between the carburettor and the inlet valve with the object of effecting fuel economy. Now the amount of air that can be taken in is determined by the volumetric efficiency of the engine and is of little consequence except on full throttle at high r.p.m. By natural aspiration virtually no more air can be got in, no matter where the holes are placed, so long as the major design characteristics are unaltered. No "extra air," therefore, can increase maximum power.

At light loads the carburettor throttle will, as its name implies, limit the air intake, consequently any extra air admitted between the carburettor and the inlet valve must necessarily result in less air being drawn through the carburettor. Now if the carburettor is an efficient instrument and is correctly adjusted it will always deliver the amount of fuel required for a given quantity of air passing through. Thus, in the condition of "extra air" admission, the carburettor will be supplying less fuel than is needed for complete utilization of the total air reaching the engine. The result will be weak mixture in the cylinder which may cause late burning, loss of power and overheating. Should the carburettor setting be over-rich, however, "extra air" could exercise a compensating effect by producing an approximately correct mixture and so improve previous performance and economy. But it can do so only under light load operation. Any claim that extra air admitted to the intake manifold results in marked fuel economy over the whole performance range indicates that the carburation was faulty before the fitting of the extra air device.

In regard to fuel "dopes," "fortifiers" or any other kind of additive claimed to increase power or reduce consumption,

Running on Air: continued

A high-efficiency engine, the Aston Martin 2.6-litre. Twin carburetors feed mixture through large and unobstructed passages to very large valves, given considerable opening by a high-lift camshaft. The head is, in fact, "all valve," and the engine has great breathing capacity.



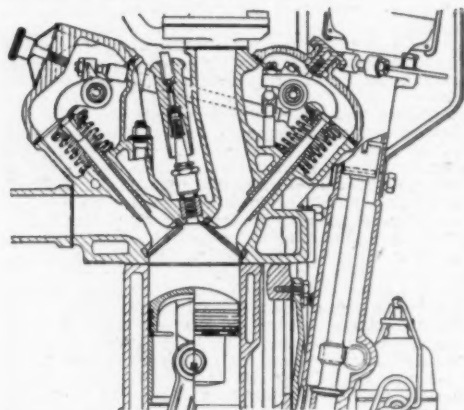
the matter is rather more complicated since combustion characteristics may be changed. It has been shown that a given quantity of air will burn only a definite quantity of fuel. The relationship of air to petrol for combustion is from 14 to 16 to 1 by weight. Certain chemicals, mainly coal tar products, may be of some value in increasing the heat value of the fuel, but because no more air can be taken in at maximum speed no significant increase of power is to be expected from their use. Under part-load conditions the treated fuel may show some benefit in a slight reduction of consumption, but if the additive cost is greater than the cost of the normal fuel saved, the overall result is a loss. For example:—

COST PER 1,000 MILES
Normal consumption: 25 m.p.g.
Improved consumption: 28.25 m.p.g.

	£	s	d	£	s	d
Petrol, 40 gal at 3s	...	...	...	6	0	0
Petrol, 35 gal at 3s	...	...	...	—	5	14
Additive at 2d to each gal	...	...	...	...	...	0
	£6	0	0	£6	0	4

5 per cent less petrol used
4d total cost increase

It must not be overlooked that there may be a compensating improvement in running characteristics as a result of smoother combustion and freedom from pinking; such benefits must necessarily be assessed personally in the light of the particular case. If they could be defined scientifically



Another high efficiency layout—the Bristol, in which down-draught carburetors are preferred to minimize induction losses through the exhaust ports during overlap.

it seems reasonable to suppose that the petroleum industry, with its colossal research organizations, would surely include any technically or economically advantageous additives in the original blending processes.

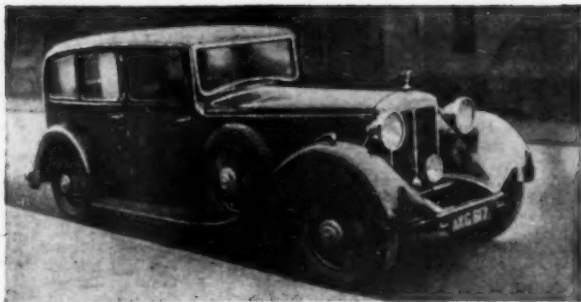
Thus we arrive at the question of those "super fuels," so much publicized during the war, which the motorist was led to believe would revolutionize the car as it was then known. As indicated in the previous article, "It All Began Here," the source of all petroleum fuels is the same. More of one from a given volume of crude means less of another and the further one goes from the simple products the more the processing costs rise.

In any case what are these super fuels? Do they contain more heat? Could they make existing engines more potent? Unfortunately the answer appears to be "No" in each case. Fed to an average engine of current type there would probably be a loss of power rather than a gain, for the super fuel is superior only in so far as it is usable in an engine designed to exploit its special qualities. Moreover, costs soar and availability recedes as the accent on "super" increases. Already petroleum technologists are pleading that designers "will build octane numbers into their engines," in other words that they will design engines to use existing fuels efficiently instead of leaving it to the chemists and the blenders to eliminate the pinking that has become so prevalent. The elaborate processing and the rare and costly additives needed for "super fuel" are far more likely to be used to convert great quantities of low-grade stock into normal fuel than they are to turn a relatively small proportion of normal fuels into super grades.

Impetus of War

War-time expedients certainly enabled phenomenal engine outputs to be obtained for short periods, but the materials used were not necessarily fuels. In England a blending medium named victane was added to aviation fuel to attain the hitherto unprecedented anti-knock rating of 150 octane (the rating of British Pool petrol is normally 67). Working on other lines America produced a fuel which also permitted design modifications that doubled power output from a given capacity—but it cost several dollars per gallon. The director of America's leading automotive research establishment said in 1944, "The objective now is to find the best combination of engine and fuel to give the greatest value per total dollar . . . it does not matter what type of engine is built so long as the overall economies are right." In short, "super fuels" are only "super" by virtue of the engine design that will exploit them in a superlative way. And the final question, cost, still lies on the table.

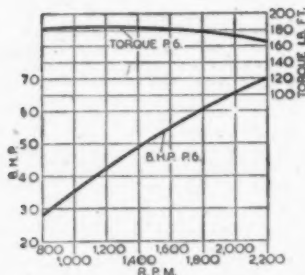
This is the second article in the series describing the utilization of fuel for internal combustion. In the next article the author continues with a discussion on pinking, that peculiar phenomenon with which all motorists are familiar and of which so few can venture any explanation. He will show that what goes on in the combustion chamber is far less simple than was believed, and that what is cheerfully dismissed as an "explosion" is also a complicated physical manifestation.



The big Daimler, with its roomy bonnet, is a good subject for the installation of the rather massive diesel engine.

DIESEL DAIMLER

PERKINS ENGINE IN A DOUBLE-SIX CHASSIS



Performance curves: the excellent torque hardly falls off as the speed rises to the governed maximum of 2,400 r.p.m.

ALTHOUGH the diesel or compression ignition engine is so widely used in the heavy transport field it is not widely used as a power unit for cars. True, the German Mercedes concern standardized a diesel-engined car, the Type 260D, before the war, which was the subject of a road test in *The Autocar* of December 18, 1936, and now has a diesel-powered version of the 1.7-litre, but it is the only standardized production of this type. Also a number of interesting conversions have been made by enthusiasts from time to time, many of which have been described in this journal, but apart from such activities the diesel engine has been neglected.

One of the latest conversions is illustrated on this page, and has been carried out by Beardsall Motors, Ltd., of Nottingham, who have had considerable experience of such work, having carried out thirty-five similar conversions, mainly on 38-250 Mercedes chassis. The present example is a Daimler Double-Six limousine, in which a Perkins P6V diesel has been installed. The Daimler chassis has been chosen because of its robust character, and it has been stripped and rebuilt without, however, altering its general design and characteristics.

The fluid flywheel and Wilson pre-selective gear box are retained, because

their qualities match admirably the requirements of the engine. The rear axle ratio has been altered to 3.6 to 1, because the engine is comparatively slow running, being governed to a maximum speed of 2,400 r.p.m. Features of the Perkins engine are a bore and stroke of 88.9 by 127 mm. (4,730 c.c.), a power output of 70 b.h.p. at 2,200 r.p.m., and a maximum torque of 184 lb ft at 1,000 r.p.m. At 2,200 r.p.m. the torque is still 165 lb ft, the torque curve being approximately flat between 800 and about 1,500 r.p.m.

There is, of course, ample room beneath the bonnet for the six-cylinder engine, which is considerably smaller in overall dimensions than the double-six petrol engine it replaces. Bearer plates at front and rear of the engine support it in the chassis frame on four rubber mountings in strong brackets secured to

the frame members. The Daimler radiator block is retained and water inlet and outlet connections have been matched up very neatly, the twin pipes to the header tank uniting at the single junction with the cylinder head.

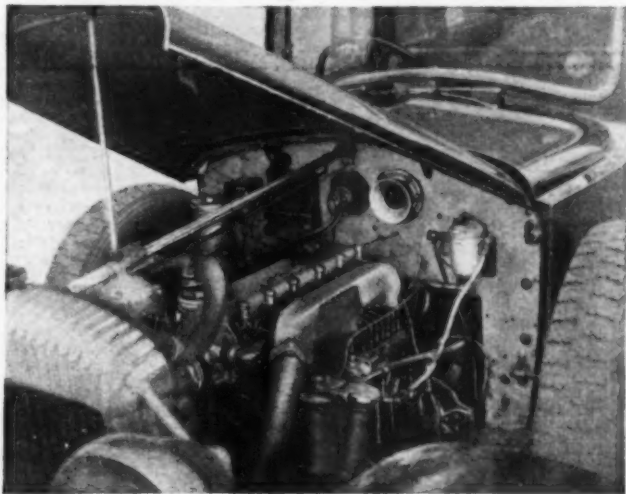
On the left side of the engine are the C.A.V. fuel injector pump and fuel filter. A C.A.V. axial type starter motor is fitted on the right side, and a second 12-volt battery is connected in parallel with the standard battery, the two being housed beneath the floor of the rear compartment. Easy starting from cold is assured by the fitting of a Kigass injector and heater plug.

Straight Off

One of the advantages of the diesel engine is that it runs strongly as soon as started and does not require nursing until the induction tract has become warm. While idling there is the characteristic sound of a diesel engine, but this disappears as soon as the engine comes under load. Owing to the high torque, acceleration is quite rapid for such an immense and heavy vehicle, and when a speed of 25 m.p.h. is attained it would take an experienced ear to detect that a compression ignition engine is providing the power.

On top gear the big car can still run smoothly at 20 m.p.h. and accelerate without distress, although naturally, in view of the high final drive ratio, a better result is obtained by dropping to third gear. On rising gradients tackled at a reasonable cruising speed the pulling power of the oil engine is felt to advantage. It is in fuel consumption, however, that the greatest attraction is found, for with a load of seven or eight persons the huge car covers 30 miles on one gallon of fuel oil, costing at present 2s 7½d per gallon.

As regards cost, the price of the complete car, rebuilt and Perkins-engined, and redeclared and registered at the £10 per annum rate, is in the neighbourhood of £1,000, depending upon the condition of the chassis, as found when stripped down, and of the coachwork.



The diesel engine installed: the fuel pump is underneath the exhaust manifold.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Nailing the Sluggard

YOU have probably forgotten my sluggish speedometer. No matter.

The point is that I have at last got down to remedying it, and the several interested readers who told me to suspect oil were 75 per cent right. But the other 25 per cent of sluggishness was attributed by the expert to the presence of some broken glass from an instrument bulb, which had been allowed to remain in the instrument head. This must have been the result of some clumsy dismantling on a previous occasion (the bulbs protrude into the orifice at the back of the instrument) and I never knew that it had occurred.

♦ ♦ ♦

Feeder

AS I say, the main trouble was oil. A speedometer cable is composed of a wire strand coiled on itself, looking just like those wires along which we stretch our bathroom curtains. Inserted in one way, the "thread" of the wire is for ever feeding upwards (in Egypt the principle is used for drawing water), and it tends, therefore, to take gear-box oil up the cable. This is provided for by drain holes at the base of the cable, which normally prevent the oil from getting very far.

But with age and the inevitable play resulting, a certain amount of whip in the cable will assist this procedure, to an extent whereby one drain hole will



Oil up the cable.

prove insufficient to keep oil from rising. This is what had happened with mine, and the delicate mechanism in the instrument was well and truly gummed up with E.P. oil. One could hardly blame the needle for being reluctant to travel round the scale.

♦ ♦ ♦

Torque

BUT the cleaning of the head and cable was not sufficient, plus the clearing of the drain hole. When the speedometer was reassembled and tried it fluctuated furiously, and my

sedate gait through built-up areas was registered as a rapid acceleration from twenty to forty and back again. I studied the needle. On the acceleration the kick was upwards; on the deceleration the kick was downwards. It was fairly obvious that the cable was snatching, but in order to make sure the speedometer expert put the head back on his master drive and showed it to be steady. A test on the cable drive showed that it could wind itself up two and a half turns before the top of the drive actually turned, and this amount of torque was, of course, quite sufficient to cause the trouble.

Final remedy was a new drive. "Was any of the wind-up caused by a tortuous run for the cable?" I asked the expert. "Oh, no," he replied, "these drives can take a surprising amount of curve without responding unfavourably. And a surprising amount of length, too," he added. "Have you ever seen the one that comes off a certain truck?" I hadn't, and he showed me a broken remnant. This itself was at least ten feet long. "The full cable," he said, "is 164 inches."

Quite a few ounces; and quite a bit of h.p. required to drive it.

♦ ♦ ♦

A Hole

DURING the time that I was without the instrument, having only a grisly hole in the fascia, I was overtaken by a police patrol on a motor cycle. "Heavens," I thought, although the Scribal conscience was easy, "suppose I am going faster than I think and he is after me." To drive without a speedometer is against the law. But the cop was after a utility van which had been indulging in some vicious overtaking, and I was malevolently pleased to see the driver being lectured at the roadside a mile or so on. My legal friend within these offices says that the police are lenient as regards the absence of a speedometer, provided that one can prove that every effort is being made to expedite its repair. Very sensible of them; one could hardly lay the car up for the time that it inevitably takes to clear up such troubles as this.



"Suppose I am going faster."

Cleaning

SOME day, I always promise myself as I labour with the hose and leather, I will do this job properly. I will set out to scour each body panel until not a speck remains on it. I will delve into the radiator grille even if I hurt my fingers; I will remove every tiny splash of tar and oil from bumpers and I will insert a crisp edge of something into the interstices of the badge in order to remove those little channels of black that defy the casual cleaner.

Some day—but when that will be I do not know. Occasionally I begin in the right spirit, and for a time it looks as if the day of the big clean-up has arrived. Then someone comes up and asks me if the car is still going well, and do I think that he could get a Morris Minor in less than two years? And then I am summoned to deal with a domestic problem, or I remember that I must be at the local station by 6 p.m. in order to pick up guests. The leather begins to slide, and with it my good intentions. Ah, me! And to make me less assiduous, people often remark that my car looks well. It is a sprat to catch a mackerel of (usually bad) advice, but it effectively salves my clean-easy conscience.

♦ ♦ ♦

Corners

NOT being the mathematical type, I can only speculate on the forces involved in steering a car round a corner, but I often wonder which is the better of two methods. If the car is nursed round a corner there is a build-up of centrifugal force which peaks as the car begins to come out of the bend; at that point it is most liable to skid. If, on the other hand, the wheel is given a sharp turn early on in the corner the peak is induced earlier and, as I see it, is not as forceful as the later one; this one is now eliminated as the car is farther over towards the middle of the road and the rest of the bend is used for "spilling the wind."

Sometimes I do one thing, sometimes the other, but, like "Sammy" Davis, I prefer to nurse the car round the bend. Anyone feel like a spot of calculation?

♦ ♦ ♦

Cure?

A HORRIFYING advertisement confronts me. It comes from an American magazine dated 1918, and I am told that if I feed what looks like a bicycle chain into my cylinder head and then run the engine all the carbon will disappear in twenty minutes. Maybe; but although the chain is copper I am wondering how much more of the engine would disappear with the carbon.

Autocar ROAD TESTS



By no means a large car overall, the Sunbeam-Talbot looks nimble and purposeful, retaining a typical British appearance, and its lively road performance fully bears out the superficial impression.

DATA FOR THE DRIVER

SUNBEAM-TALBOT 90

PRICE, with sports saloon body, £130, plus £228 10s 7d British purchase tax. Total (in Great Britain), £1,048 10s 7d.

ENGINE: 16.25 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 81 x 110 mm, 2,267 c.c. Brake Horse-power: 70 at 4,000 r.p.m. Compression Ratio: 6.45 to 1. Max. Torque: 113 lb ft at 2,400 r.p.m. 30 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 27 cwt 1 qr 16 lb (3,068 lb). LB per C.C.: 1.35. B.H.P. per TON: 51.11.

TYRE SIZE: 5.50 x 16in on bolt-on steel disc wheels.

TANK CAPACITY: 10 English gallons. Approximate fuel consumption range, 21-24 m.p.g. (13.5-11.8 litres per 100 km).

TURNING CIRCLE: 36ft 6in (L and R). Steering wheel movement from lock to lock: 3½ turns. **LIGHTING SET**: 12 volt.

MAIN DIMENSIONS: Wheelbase, 8ft 1½in. Track, 3ft 11½in (front); 4ft 2½in (rear). Overall length, 13ft 11½in; width, 5ft 2½in; height, 5ft 0½in. Minimum Ground Clearance: 6½in.

ACCELERATION			
Overall gear ratios	From steady m.p.h. of		
	10-30	30-40	30-50
	sec	sec	sec
3.900 to 1	12.3	11.8	13.3
5.811 to 1	8.2	8.2	9.6
9.633 to 1	5.3	7.3	—
13.905 to 1	—	—	—

From rest through gears to:—			
	sec	sec	sec
30 m.p.h.	6.7	60 m.p.h.	24.3
50 m.p.h.	16.0	70 m.p.h.	35.5

SPEEDS ON GEARS:			
(by Electric Speedometer)	M.p.h. (normal and max)		K.p.h. (normal and max)
1st	21-28	34-45	
2nd	35-42	50-68	
3rd	60-71	97-114	
Top	86	138	

Speedometer correction by Electric Speedometer:—		
Car Speedometer	Electric Speedometer	m.p.h.
10	—	12.0
20	—	21.0
30	—	30.5
40	—	39.5
50	—	47.5
60	—	56.0
70	—	66.0
80	—	76.0

WEATHER: Dry, cold; fresh wind. Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of September 22, 1950.

No. 1422: SUNBEAM-TALBOT

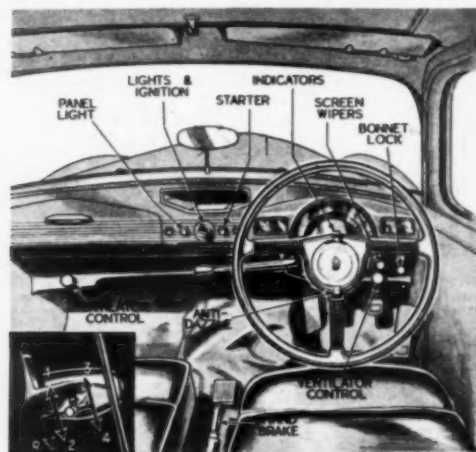
90 SPORTS SALOON

THE latest edition of the Sunbeam-Talbot 90 has two important changes in specification from which much was expected as soon as they were announced last autumn. These are the stepping up of the size of the overhead valve engine from just under 2 litres to just over 2½ litres and the adoption of coil spring independent front suspension, the Sunbeam-Talbot having been the last model in the Rootes range to have half-elliptic front springs replaced by i.f.s.

Already, with the smaller engine previously current, this car had a good power-to-weight ratio, and with the enlarged engine and the improved road holding and steering qualities to be looked for from the front-end design changes it would be expected to be something quite out of the ordinary; so does it prove in a comprehensive test. It has all the makings of a performance car, for overall it is small to medium sized, and a 2½-litre four-cylinder engine developing 70 b.h.p. at the moderate rate of 4,000 r.p.m. gives it real acceleration. It has a specification that has always appealed; relatively little car and relatively a lot of engine.

Given this plan the car can be geared quite high, as the Sunbeam-Talbot is, with a final drive ratio of 3.9 to 1, and yet retain good top gear acceleration and hill-climbing power and have a cruising speed around 70 m.p.h. without becoming mechanically busy. Varied experience in testing the latest model confirms the view that the current Sunbeam-Talbot 90 is more than ever in a class of its own, because of the performance, smart appearance, and the more than a suggestion of a sports car, provided at a comparatively moderate price for these days. There is real snap for quick overtaking and for sweeping over main-road gradients at 50-60 m.p.h., and the top gear acceleration, once above a crawl, is clean and swift, without much pinking even on low-octane fuel, up to the 60 m.p.h. range. The engine is flexible on the high top gear and little use of the indirect gears is needed either in getting away from rest or for general driving, as can be judged from the facts that a 1 in 9 main-road hill with a sharp bend was taken on third gear at a minimum of 40 m.p.h., and even a 1 in 6½ of far more serious calibre was still dealt with on third gear, the speed not dropping appreciably below 30 m.p.h.

A satisfactory method of starting from rest is to run only a few yards on first gear and then to pass from second direct into top, omitting third if the maximum acceleration is not required. Actually, a smooth start can be made on second gear on the level, but it is always kinder to transmission to use first initially. Second is a ratio to cope with almost the worst kind of hill, given any run at it, as was shown with





The nearly vertical steering wheel is seen, with the head of the column neatly enclosed. Between the separate front seats is a convenient and, for these days, powerful hand brake control, and at the base of the driving seat is a large hand-wheel for adjusting the rake of the seat. Interior door handles work in horizontal slides. Beneath the fascia are the controls for interior heating and ventilation. Useful low level pockets are formed in the thickness of the doors.



A practically arranged and comfortable interior, with good leather upholstery and a smart style of trimming. The rear seat has a central folding armrest as well as elbow rests. The rear doors have a check device to hold them at the fully open position, but the front doors lack such a provision. Leg room at the rear is adequate for sizeable passengers. In the fascia is a cubby hole of some size, provided with a light useful for map reading.

was more pedal travel than is customary in a car undergoing test.

A firmness in the suspension shows on a surface approaching sets or pavé, but the riding is comfortable with the car both lightly and fully laden, and is not too soft. There is not over-much roll when cornering fast; in fact, the lateral stability, helped by a torsion bar stabilizer in front and an anti-sway bar at the rear, is good, representing a useful compromise between the opposing requirements of rock-firm sports car stability and fairly soft riding for general purposes.

An average height driver found the position at the wheel very satisfactory; a taller man was not quite so happy as regards leg room. The spring-spoked wheel is mounted nearly vertically in a position for full power over it. The separate driving seat has the excellent provision of adjustment for rake, which varies the height at the same time, this movement being effected by a large hand wheel that can be operated while one is seated. The Sunbeam-Talbot is rare now in retaining a "real" hand brake lever set between the two-front seats, and one that comes more nearly in its control of the rear brakes to providing an emergency form of retardation, as distinct from being merely a parking brake, than in the great majority of cars today. More support from the back rest by curvature would be acceptable, especially to the front passenger, in a car that can be cornered as fast as this one, but the actual comfort of the seats is excellent, with deep upholstery in both the cushion and the back rest, a remark which applies also to the rear seats.

Visibility

Immediately in front of the driver, and visible without any obstruction from the wheel, the instruments include an ammeter as well as an oil pressure gauge, but not a water thermometer. Vision through the curved windscreen is excellent; the main screen pillars do not obtrude and the left wing in a right-hand drive car would just be visible to the driver but for the driving mirror's forming a slight blind spot at the relevant point. The view provided by the mirror is sufficiently comprehensive. Twin horns produce a reasonable note, though not one really sufficiently penetrating for some needs. Anti-dazzle control of the latest Lucas double-dip head lamps is by a hand-operated switch at the centre of the steering wheel. On the whole the now more common foot switch for this purpose seems preferable. The main head-lamp beam is adequate to the speed of the car on a known road, and in the anti-dazzle position the new double-dip system represents an advance, as remarked on previous occasions, especially to the driver of the car so equipped.

The body interior is not lavishly done, yet achieves an

attractive effect allied with practical requirements, and the upholstery is in good leather. A sliding roof is fitted, more and more a rarity as a standard provision. The anti-sun glare visors are of useful width, and the one in front of the passenger incorporates a mirror on the reverse side. Three of the doors are locked by pulling upward a neat barrel catch in the window frames. An unusual detail is a lidded ashtray placed centrally in the floor of the front compartment, which, most unusually, lends itself to knocking out a pipe. The roof light is switched on by a repeater switch placed conveniently on the right-hand central door pillar; it could well give more brilliant illumination. The instrument lighting is efficient but not inconveniently bright.

The car tested was fitted with a fresh-air ventilation, heating and demisting installation that is optional equipment, as well as with radio. For effective results use of the heater fan was found to be necessary, and when this is in use a special lighting effect is in operation under the fascia, designed no doubt to add to a cheerful impression of warmth. Automatic choking, controlled by a thermostat, provided instantaneous starting after the car had stood outside overnight in chilly, damp weather, and it could be driven off at once without the engine hesitating.

The ignition distributor is ideally placed high on the left of the cylinder head, and the engine oil filler is also high and accessible, the cap being hinged to the extended spout. The battery is quite well placed for attention. The suggestion of "busyness," typical of modern under-bonnet layout, is increased here by the optional heater and radio units and a large air cleaner for the Stromberg carburettor, but the general arrangement of auxiliaries is neat and practical.





"A pictorial mnemonic is all that is required"—Sicklearnere—remember it? Just under the "R" of Newmarket.

Thanks for the Memory

MAKING A PICTORIAL RECORD OF A HOLIDAY TOUR

by J. L. MAYHOOK

AFTER returning from a holiday tour or a week-end jaunt, many motorists will have thought, rather enviously perhaps, of the neat sketch maps illustrating (for instance) Michael Brown's "Out of Town" articles which appear from time to time in *The Autocar*. As a record of a journey such a map is far more interesting than a list of place names and road numbers.

For several years I have recorded my holiday meanderings by making a map such as that shown in the illustration. I find that these route records not only assist reminiscence (which is not the least of holiday pleasures), but they also provide a link between photographs which have been taken *en route*,

and enable fresh routes to be readily considered when planning the next itinerary.

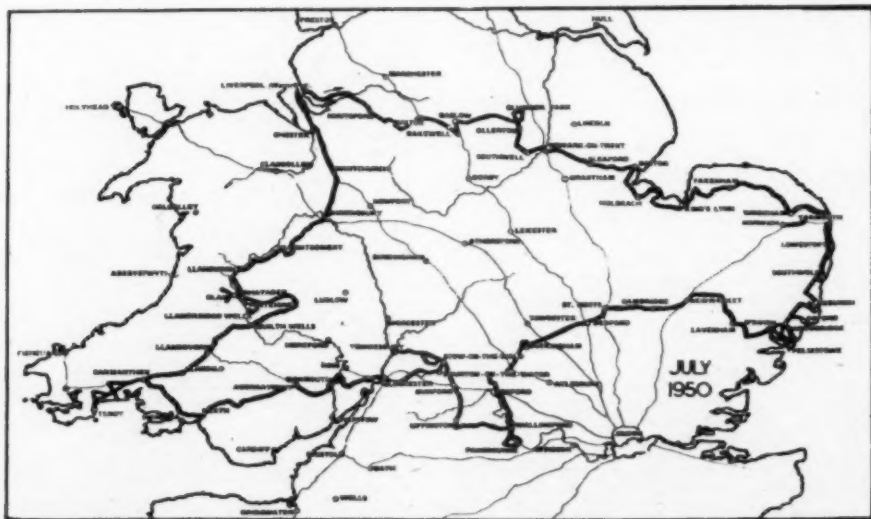
For convenience and ease of consultation such a route record map should fit without folding in a photograph album or loose-leaf binder, which places a limit of about 10in x 8in on the size of the map. It is difficult to draw a neat and pleasing map to this scale, and a photo-mechanical method of producing a suitably sized copy of a larger map is clearly indicated.

The making of the route-record may sound rather formidable, but this kind of map may be prepared quite readily in the spare time of not more than four evenings, and if personally undertaken

photography occupies about two more evenings—and there's a lot of wet weather before the next holiday, anyway.

The preparation of the first route-record entails making a basic map, but this can be used for the separate recording of a number of successive routes. Not possessing the required patience or skill to draw a suitably sized map, my starting point was a printed road map (a garage advertisement, I think) on a scale of approximately 22 miles to the inch, which for England and Wales yields an overall map size of about 17in x 14in. This map was pinned to a drawing-board and an outline copy was made on tracing paper. To assist location, and to

The map may be drawn to show just sufficient of the country to embrace the route.





The route may also be shown in its relationship to the entire country.

prevent a deserted appearance, some of the trunk roads and a few of the larger rivers were included, as were also a number of towns, selected for their importance as road junctions or touring centres. Thus far the tracing was made in ink; the route which was to be recorded was traced in pencil, for later erasure to make way for a subsequent route.

The map and its tracing were removed from the drawing-board; from the tracing a carbon copy was made on cartridge paper. Normal pressure was used on the pencil when going over the outline, rivers and trunk roads, but only sufficient pressure to produce a perceptible trace when traversing the route line. The carbon copy was then inked in, using waterproof Indian ink for the outline and such roads, rivers and town positions as were required for repeated inclusion. This constituted the basic map.

The faint carbon line of the route was inked with a broad line of black writing ink—blue-black ink will serve, but does not offer quite the same contrast as black ink. The positions of towns on the route were indicated by small open circles.

Labelling

There was now the problem of inserting the place names; for a pleasing result this must be done neatly, and free-hand lettering is only for the very, very expert. Letter stencils were considered, but were too large for the size of the map. After experimenting with typewritten labels, which were not very satisfactory, my solution was to cut out the required names from an unwanted gazetteer or guide-book. These little labels were then pasted in the appropriate positions on the map. Fine pointed forceps and a pin were useful

in positioning and aligning the labels. A date label was also pasted on and was lettered with the aid of pen stencils, but a calendar or diary heading was a likely alternative.

The next step was to obtain the photographic reproduction; taking the map to a professional photographer with a request for so many copies of a selected size would have completed the personal efforts, and with the delivery of the prints, behold the route record! However, having the apparatus available, I elected to proceed with the photography myself. Having decided that a half-plate (6½ in × 4½ in) print would be sufficient for my purpose, contact printing from a half-plate negative seemed to be indicated; any convenient size of plate or film could, of course, be used, and any desired print size obtained by projection instead of contact printing.

The camera, which was an old half-plate field camera, was set up on a rigid support in front of the map. After focusing, the lens was stopped down to a medium sized aperture—about f4.5. Frontal illumination is required for the map, and this can be effected by indoor or outdoor diffused daylight, by two equal wattage electric lamps symmetrically disposed about the camera, or by one electric lamp placed at one side of the camera for half the exposure, and at the opposite side of the camera for the remainder of the exposure. The employment of a process emulsion and a contrast developer creates in the photographic plate a convenient blindness to smudges, incompletely obliterated lines, and any half-tone shadows caused by the slight relief of the pasted labels, which may exist on the basic map.

From this negative a contact print was made on an "ultra-contrasty" grade of glossy bromide paper. The

print was passed through a bath of Farmers reducer, as I consider that this treatment improves the white background. The result, after washing and glazing, was a clear white print with ebony black lines and place names, ready for mounting and reference.

Now why all the intricacies of waterproof Indian ink, black writing ink and pasted name tags? The materials and method were used with the object of utilizing the basic map for the recording of several subsequent routes, which, of course, necessitates removal of the previously recorded route; also, in order to facilitate the process of photographic reproduction, contrast was always kept as high as possible. As well as affording excellent contrast, waterproof Indian ink is reasonably permanent; black writing ink offers a good contrast, and has in this application the useful property of being removable by a bleach type of ink eradicator. Thus, after a satisfactory photographic reproduction had been obtained, the inked route was removed from the basic map with a liquid ink eradicator.

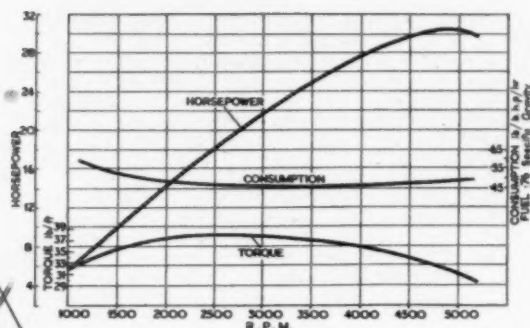
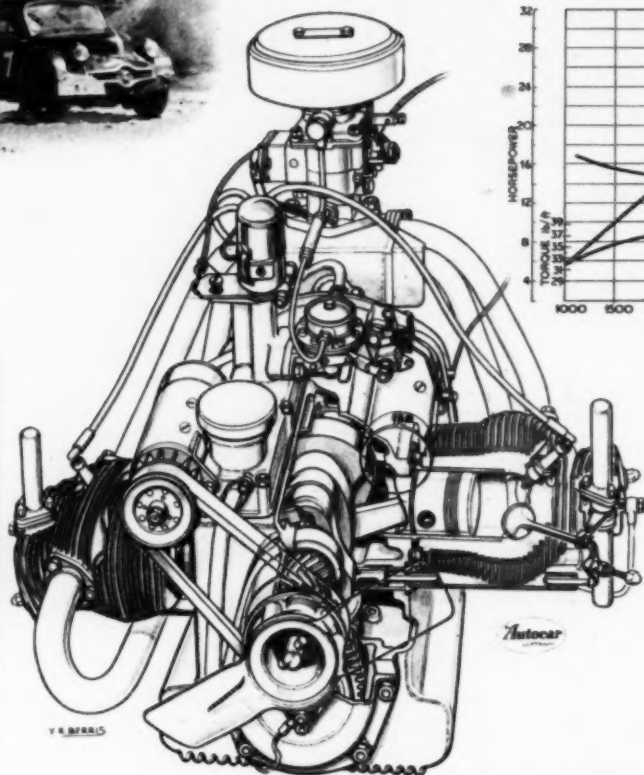
The carbon route line remained, and being only faintly marked by reason of the light pressure employed when transferring from the tracing, was readily masked by a wash of white water colour. The date label and place names which were not required were peeled off after softening the adhesive with clean water applied with a small brush. Some place names were temporarily obliterated with the ever-obliging Chinese white, and could be brought back into the picture when required for a future route by washing off the pigment with a brushful or two of clean water and mopping with blotting paper. Subsequent routes were traced from the original road map on to the tracing paper copy, and then transferred to the basic map with carbon paper.

Points to Watch

There remain one or two hints which may be useful to the intending route record maker:—

Always bear in mind the reduction in size from the basic map to the final print. Build up a broad inked line by a succession of continuous thin lines, allowing one line to dry before the next is added. Wherever convenient, position the place names on the convex side of the route (the location of the name Presteigne in the accompanying illustration has been introduced by way of a deliberate mistake). Lastly, in a map of this size, too much detail in the matter of place names is not desirable—or even possible with a profusion of Welsh consonants or Cotswold polysyllables; a pictorial mnemonic is all that is required.

These route records are highly individual and personal, and their preparation and possession should give considerable pleasure to anyone who undertakes the production. Happy mapping!



Details of the Dyna engine. The crankcase is a single Alpac casting. Cylinders with integral heads have shrunk-in liners of hardened steel spigoted into the crankcase. Exhaust from the cylinder on the right is taken to a hot-spot under the Solex carburettor and then down to join the pipe on the left. Double helical timing gear on the camshaft is of fibre composition. A skew-gear on the camshaft drives the oil pump, the second gear of which transmits power to a vertical shaft driving distributor and fuel pump. This shaft also carries a revolving sleeve-type breather valve. On the nose of the camshaft is an electric contact for the oil pressure warning light.

Dyna in Detail

AN EXAMINATION OF THE FIRST CAR IN THE WORLD TO GO INTO QUANTITY PRODUCTION WITH LIGHT ALLOY BODY AND POWER UNIT: IMPRESSIONS BASED ON A PROLONGED TEST BY "THE AUTOCAR" STAFF

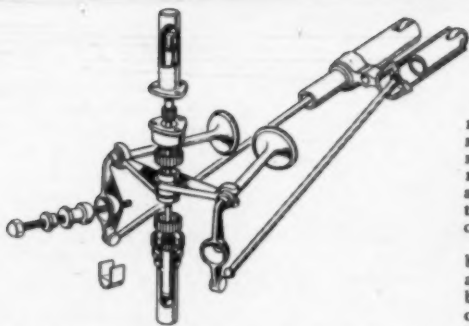
DURING last year the Dyna-Panhard, a small French family saloon in the 750 c.c. class was notably successful in a number of strenuous events. It won its class in the Swedish winter rally and the 1950 Monte Carlo Rally and, more recently, won six out of the seven Coupes des Alpes awarded in the Alpine Trial, astonishing competitors and officials by its capabilities on the road. Its success has led to the use of Dyna engine, transmission and suspension units in a number of new sports and racing cars, such as the DB 500 single-seater, the DB 750 two-seater, the Monopole two-seater, and the Dyna-Veritas. Outstanding successes gained by these fascinating little speed models include winning Biennial Cup and equal first place on performance index at Le Mans at 63.04 m.p.h. (Monopole), outright win in the Bol d'Or 24-hour race at 64.68 m.p.h. (DB) and win on performance index in the Paris 12-hour sports car race (DB). In addition, the DB 500 recently took a series of world class records, subject to confirmation, including 100 miles at 87.65 m.p.h. and the 750 two-seater recorded long-distance figures which included 12 hours at 96.28 m.p.h.

A contrasting example of the versatility of the Dyna engine and transmission unit is its use in a new French mechanical horse built under Scammell patents.

There are two Dyna models, the Type 110 being that originally produced and having an air-cooled, flat-twin engine rated at 3 c.v. by the French formula, while the more recently introduced Type 120 is rated at 4 c.v. The two models differ only in engine size and gear ratios, the Type 110 having a bore of 72 mm, while the Type 120 has a bore of 79.5 mm, both having the same stroke of 75 mm, so that the capacities are respectively 610 and 745 c.c. Both models are in production, but, naturally, it is the Type 120 which has become more popular owing to the vivacious performance of which it is capable and for which it has already established a considerable reputation.

Undoubtedly the secret of its success is the old, old story of a high power-weight ratio. This has always been the answer to the problem of making a high performance possible, provided, of course, that other problems such as good road holding, comfortable suspension, precise steering and adequate brakes can be solved. It is in the manner in which the Panhard engineers have tackled these problems that the interest of the Dyna lies.

Briefly, the specification includes an air-cooled, flat-twin engine in unit with a dry single-plate clutch, four-speed gear box, and final drive, with the power taken to the independently sprung front wheels through short shafts with



The Dyna valve gear, showing the push-rods operating overhead valves through ball-jointed rockers. A lever connected to each valve is splined to a torsion tube. One tube lies above the cylinder head and the other one below, and their outer extremities are splined to a torsion rod running through the whole assembly. Operating levers run in needle roller bearings and dust covers enclose the torsion tubes. Ends of the rockers ride in hardened steel horse-shoe guides in the aluminium housing.



Big-end assembly, showing the Panhard double-row roller bearings which have alternate large and small rollers acting together like a train of gears to prevent fretting of the running surfaces. A circular sheet metal trough on the outside of the crank-throw collects oil and acts as a sludge trap.

The crankshaft (inset) is built up from three pieces. When the roller bearing big-ends have been assembled the crank-pins are secured in the central crank-web by shrinking in maneton plugs which have an interference fit.

constant velocity universal joints. The unit is mounted at the front of a simple chassis frame, part steel and part aluminium, the front suspension being by superimposed transverse half-elliptic springs. The rear axle is of V formation, articulated to the tubular rear cross member of the frame and sprung by triple torsion bars which lie parallel to the cross member. On this is mounted on rubber cushions at eight points the very light four-door saloon body of light alloy construction. Body frame is of Alpac castings, bolted together and clad with Duralinox panels.

From the accompanying performance curves of the 745 c.c. engine it will be seen that with a compression ratio of 7.5 to 1 a maximum of almost 31 b.h.p. (30.6) is available at 4,900 r.p.m., but it should be noticed that 30 b.h.p., or over, is available over the range from 4,500 r.p.m. to 5,200 r.p.m.—that is, for a speed range of 700 r.p.m. Maximum torque is 38.6 lb ft at about 2,700-2,800 r.p.m., but over the range from 2,000 to 3,400 r.p.m. the torque does not fall below 37.8 lb ft. It is in this connection that the Type 120 engine is a notable advance over the 110, for attention has been directed to obtaining a high torque at moderate r.p.m. in order that the car shall have good acceleration and be able to resume a high cruising speed rapidly after being brought down to lower speeds by traffic conditions.

Undoubtedly, the ability of the engine to achieve high r.p.m. is partly derived from the use of a special form of roller bearing developed by the Panhard engineers to reduce roller friction, the main rollers being separated by smaller rollers carried in a cage. The layout of the overhead valves and ports must also result in easy filling and scavenging of the cylinders. The cylinders are deep ribbed and have cast nitralloy liners which are spigoted into the crankcase.

A point of interest in the valve gear is the use of a torsion bar in place of a more conventional form of valve spring, and in its latest form this valve gear has a single torsion bar for both the inlet and the exhaust valves. The ends of the bar are splined into two torsion tubes surrounding the bar and at their other ends these tubes are splined to arms with forked ends which engage with a collar on the valve stem. The arms are carried on needle roller bearings and an oil lead to them is provided, the complete gear being enclosed by thimbles. Valve opening is by push-rods and rockers from the single camshaft in the crankcase.

So much for the power aspect of the power-weight ratio. With regard to weight, the complete car in running trim with oil and 10 litres (2.2 gallons) of petrol weighs 1,334 lb, so that the b.h.p. per ton figure at this weight is 51.3. Compare this with the following b.h.p. per ton figures for some of the smaller British cars. These have been calculated by taking published figures for b.h.p. and dry weights and adding an amount equal to the weight of fuel plus engine oil included in the Dyna.

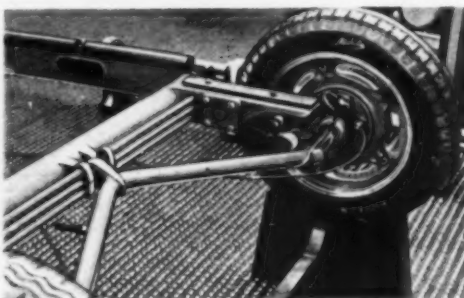
Comparison

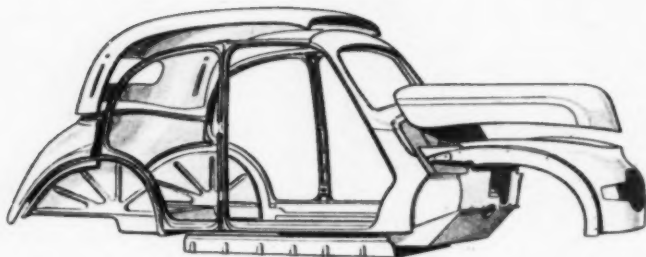
Specimen British car figures work out at 30.4, 37.0, 37.4, 38.6, 41.5 and 50.4 b.h.p. per ton, but admittedly the comparison is not quite a just one because all the British cars have appreciably larger engines than the 745 c.c. of the Dyna, in one or two of the instances the British engines being nearly twice as large. In fact, this comparison reminds one that the British motor industry no longer produces the class of car to which the Dyna belongs. The Sevens and Eights of the past have, indeed, grown up into Tens and Twelves. Therefore, the British cars have roomier coachwork, but the Dyna is, nevertheless, a full four-seater saloon. This is largely a result of the positioning of the power and transmission unit well forward clear of the body. The overall dimensions are: length 12ft 6½in, width 4ft 8½in, and height 5ft 4½in. The wheelbase is 7ft 6½in and the track 4ft.

In view of the good power to weight ratio a low fuel consumption is to be expected, and the car certainly does not prove disappointing. Careful checks by the manufacturers lead them to claim the following results on French main roads. Averaging 47 m.p.h., consumption is quoted as 41.4 m.p.g. At 50 m.p.h. the figure is 39 m.p.g., and at 53 m.p.h. average, prolonged full throttle running brings the consumption figure down to 36.2 m.p.g.

While in the hands of *The Autocar* staff, a Dyna saloon recently covered over 3,000 miles. It was based in the centre of London, and therefore covered a high proportion

Rear suspension, showing the V-shaped axle pivoting on a rubber bush and the trailing arm connected to the triple torsion bars. This early model had cast aluminium wheels and hand brake working on the rear drums. Later cars have steel wheels and hand brake acting on the front drums.





Dyna in Detail . . .

Main elements in the Dyna light alloy body. The roof, tail panel, bonnet and wheel boxes are in Duralinox sheet. Scuttle, side frames and screen rails are built up from ten Alpac castings joined by nuts and bolts. The front apron, carrying the cooling air grille, is in steel.

of this mileage in the abnormally crowded traffic of London and the Home Counties, with its incessant stopping and starting, accelerating and braking. Moreover, the poor quality of British Pool petrol often made it necessary to run with the ignition considerably retarded, as compared with the setting used on French *supercarburant*. Despite these adverse factors, the overall consumption for the whole period, including warming up the engine, showed an average of 34.3 m.p.g. Oil consumption between routine oil changes averaged 3,500 m.p.g.

The sacrifice in performance and flexibility imposed by British petrol is illustrated by the fact that when tested in France the car accelerated from 10 to 30 m.p.h. on the direct drive third gear in 8.4 sec, whereas in England—admittedly under less favourable weather conditions—it took 9.8 sec, and the times from 30-50 m.p.h. on the same gear varied by more than two seconds. A Road Test of the Dyna in the customary form appeared in the issue of September 29, 1950.

From the data already given it will be seen that the Dyna must be ranked as a most interesting small car, and its road behaviour leaves little to be desired. In particular, its suspension is admirably suited to French road conditions, and it gives a soft, comfortable ride, but remains commendably free from rolling. It has the characteristic that comfort over a bad stretch of road increases with speed.

It is worth noting that the gear box gives direct drive on third, which is extremely useful in prolonged traffic driving, while the indirect top gear is sufficiently high for a cruising speed of 60 m.p.h. to be kept up for long distances. At the same time one can drop down to 20 m.p.h. on top in traffic quite comfortably, and on depressing the throttle pedal to the floor the engine accelerates smoothly without complaint.

The purpose of the design was to obtain big car performance and riding comfort with small car economy. Special attention was given to insulating the body from road noise and engine vibration, and features which increased manufacturing cost were accepted where necessary to gain durability over long periods of hard use. The manufacturers clearly saw that under post-war conditions, with so

much indifferent and expensive repair work, true economy lay in eliminating the need for it, even at the cost of some increase in selling price.

The Dyna-Panhard is the first car in the world with light alloy engine and body to go into series production. When it was designed a good deal of experience existed with the pre-war Hotchkiss-Amilcar and the prototype baby car commissioned by Aluminium Français. In both these Gregoire designs aluminium castings were used for the whole unit structure, but with the caution born of a hundred years tradition in engineering, Panhard decided to build an all-aluminium body and insulate it completely from a separate chassis. It was felt that production of the alloy body, plus a light alloy power unit, involved sufficient new design and manufacturing problems for one project, and, to simplify mechanical problems, a composite chassis frame was used with a cast light alloy nosedpiece bolted to steel box-section side members with steel tube cross member and outriggers at the rear.

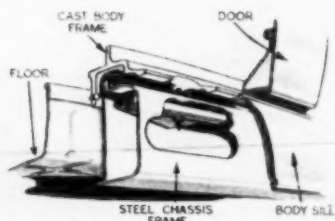
Light Alloy in the Engine

The original Dyna with 610 c.c. engine weighed 1,234 lb dry. Of this, about 428 lb was accounted for by aluminium and light alloys, cast components weighing approximately 256 lb, and the rest being sheet metal. Since then the use of a more powerful engine and larger section tyres have added to the weight, and there has been a slight increase in the amount of steel used. In particular, the original cast aluminium wheel rims have been replaced by steel rims which are cheaper and eliminate costly machining.

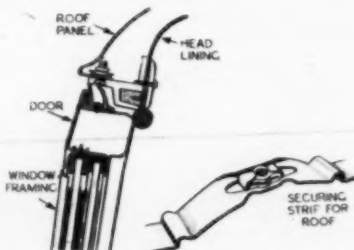
The use of aluminium is no novelty for Panhard. Even before 1914 they made crankcases in aluminium and in 1924 their 16 c.v. sports model had crankcase and cylinder castings in Alpac. In 1922 they sponsored a sports body made from aluminium castings by Montupet and assembled by Ansart Audineau, but development did not proceed in view of the overwhelming success of Weymann flexible coachwork at that time.

Castings for the Dyna body are again made by Montupet

Method of attaching cast alloy body frame to box section steel chassis members. The top of the steel box section is gripped by a rubber sandwich on top of which the body rests, thus insulating the body from chassis noises and vibration. Floor pan is riveted to body frame and insulated from the chassis. An aluminium valance conceals the chassis side member.



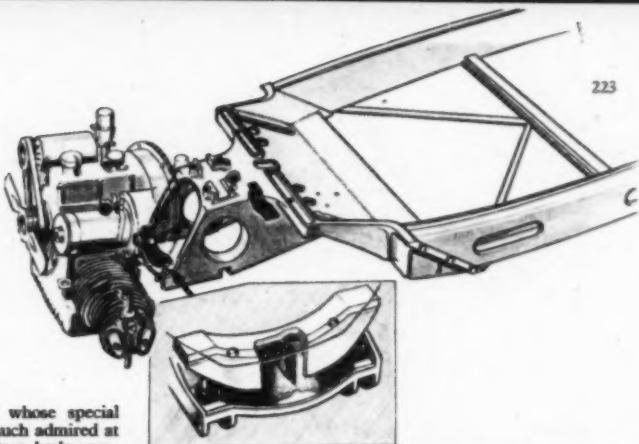
Some Representative Light Alloy Component Weights.	
Bodywork	
Body frame lower section	8.8 lb.
Centre door pillar	4.4 lb.
Rear wheel arch casting	2.6 lb.
Rear quarter and central frame	5.5 lb.
Windscreen frame and scuttle upper half	33.9 lb.
Scuttle, lower half	31.1 lb.
Power Unit	
Crankcase	22.9 lb.



The roof panel is pulled down on to the cast body frame by screws engaging in self-locking nuts located in strips of aluminium. On the door, self-tapping screws secure the double window channels, which are concealed by a polished frame. A channel in the body frame holds the wood batten to which roof lining and draught excluder are secured.

... continued

The chassis frame has a cast alloy nose-piece to which box-section steel members are bolted, with steel cross tube at the rear. Weight of the power unit is taken on two rubber mountings, one in the clutch housing and the other behind the gear box. Inset shows details of the front mounting.



and pressings come from Facel Metalon, whose special coachwork on Bentley chassis has been so much admired at recent Paris Shows. For assembly of the Dyna body completely new methods were evolved. Nuts, bolts and screws are employed and all welding is avoided. The scuttle is formed in two parts. The upper half includes the wind-screen frame and the joint between this and the roof panel is sealed by rubber. The only steel pressings used are the front apron carrying the cooling air grille and a part of the floor.

As the doors weigh only 8½ lb they have not sufficient inertia to close easily against conventional sealing strips and a special twin-bladed rubber section was therefore evolved.

The doors are built up from inner and outer pressings of light alloy with a strip of rubber between them to prevent fretting. Where there are heavy stress concentrations, as at the hinge mountings, the load is spread by additional strips of metal spot-welded on.

The method of insulating the body from the chassis by rubber pads is justified by results and despite the use of an air-cooled two-cylinder engine the car is notable for a freedom from vibration, road noise and drumming, even on the roughest roads. The power unit is carried on the chassis on two substantial rubber mountings, one on the clutch housing and one behind the gear box. These take the weight in compression and torque reaction mainly in shear, but, as will be noticed from the section drawing, there is a central locating vane of steel in the rubber block on the front mounting.

Unusual Bearings

The patented Panhard two-row big-end bearings have alternate large and small rollers of 5 mm and 3.9 mm diameter. The small ones are held away from the inner race by centrifugal force and act as separators between the large rollers, turning in the opposite direction and so ensuring smooth rotary movement between the main rollers and their races. This unusual bearing is now in service on some 12,000 cars and excellent results are reported.

Illustrations show the arrangements of the overhead valve gear and the structural details of the engine. The valves are inclined at 60 degrees to each other. The unique valve gear plays an important part in permitting the high revolutions of which this engine is capable, for it eliminates the considerable inertia of the bouncing mass in conventional valve springs.

Typical of the thought given to long-term reliability on the chassis is the arrangement of the king-pins, which are carried in bronze bushes with two concentric seals to retain the lubrication and exclude grit. Slight damping is provided by a friction pad which is held against the king-pin by a spring.

When the car was taken over for test by *The Autocar* the tyres were far from new and the condition of the treads was noted with some care as it was expected that they would be smooth after the mileage which was contemplated. In fact, owing to the light weight and good suspension, no change could be discerned in the condition of the treads after over 3,000 miles of fairly hard driving.

One feature of the Dyna is a comprehensive electrical control mounted on the steering column, a method which is becoming increasingly popular in France. A single lever

projects from a hemispherical housing under the steering wheel and may at first be mistaken for a gear lever. When moved forwards or backwards it works the direction indicators and when the knob is twisted it works the lamps; turning it one notch gives side and tail lamps and turning it two notches gives head and tail lamps. With the knob turned to the first notch, flicking the lever up and down will alternate the lamps between side lights and dimmed head lamps, and with the knob turned two notches the up and down flicking movement will give a choice between dim and full head lamps.

This control is normally used when meeting other vehicles at night, but separate arrangements are made for the intermittent head lamp flashing which French drivers normally use instead of a horn in built-up areas after dark. Full endwise pressure on the knob sounds the horn, but when the side lamps are on, a light endwise pressure on the knob will flash the head lamps. A separate switch on the control housing puts on one side lamp and one tail lamp on right or left of the vehicle for parking at night.

Complex and Well made

A control moving in so many different planes is more reminiscent of aircraft practice than motor vehicles, but after a few minutes' practice, it gives a splendid sense of finger tip command and is a pleasure to use. The average motorist with experience of the limitations of mass-produced electrical equipment may, however, have doubts about the wisdom of combining so many switches and movements in such a small space and it was, therefore, no great surprise when the switch gave trouble. The lights tended to stay on and only active wiggling on the lever would put them out and subsequently this expedient was not effective. Fortunately the car has a battery master switch, which provided a temporary solution of the problem until the trouble was rectified and it must be admitted that the switchgear is beautifully made, with sliding and rolling contacts to eliminate corrosion.

Apart from this, troubles in the course of 3,000 miles were confined to a broken throttle spring and a bonnet catch which several times refused to act. Brakes and clutch pedal travel were adjusted once. The engine kept remarkably clean externally and never produced the unfortunate hot smell which has sometimes been experienced with air-cooled units.

The gear box produced both praise and criticism. The one used for this particular test was at first disappointing. The synchromesh was not particularly effective and half-a-dozen different drivers found themselves stuck in gear at traffic lights if they neglected to de-clutch before coming to a standstill. However, towards the end of the test a considerable improvement took place. The sticking disappeared and it proved possible to make clutchless changes up and down through the box.

The Dyna is one of the most original and unusual designs at present in production, but a prolonged test has confirmed that its unorthodox features have endowed it with qualities which have not so far been achieved by conventional means.



Making Progress



LACK OF CONFIDENCE IS THE CHIEF OBSTACLE TO DRIVING SUCCESS

A WHOLE year might be considered long enough for any duffer to learn anything. In that time, a man, if he worked hard and was blessed with the normal co-ordination of hand and eye, might play a fair game of tennis, and he could, if inclined, learn a foreign language, or even to cook. It is not by any means certain, all the same, that he could learn to drive well. Not long ago a friend who has just acquired this first twelve months of driving experience told me that he was getting on quite well, and that he had begun to gain real confidence. "In that case, you will soon be driving better still," I told him, for driving and confidence are so closely related as to be inseparable.

Across the road from the office where I work there is a wall. It is dark, Dickensian and sooty, and it does not, with its closed and boarded windows, like dead eyes, inspire me with any sense of pleasure at the view. That wall, I am told, is to be demolished shortly, and it comes to mind as a convenient symbol of the matter in hand. The wall of nervousness must come down before driving becomes as easy as reading a book in the train, and as comfortable. How then can it be gained?

Articles on essentially practical subjects can take the form only of carefully whispered advice from those who have themselves had the experience some time before. No

Traffic driving suggests a paradox; that it is much harder to drive slowly than to drive fast, and it is the slow driving that reveals real polish. Really fast roadwork is bound to be a little uncomfortable for the passengers, who lack the support of a wheel to hang on to. Practice in slow driving with absolute smoothness will do a great deal towards injecting the necessary magic potion of confidence that makes difficulties on the road melt away. How many learners are taught that when braking on unhurried occasions, the pedal should be released, not when the car has come to rest, when it will release all its spring torque in one uncomfortable convulsion, but just a few inches before? The last few inches are unbraked, and the car coasts to a halt.

Pedestrian crossings are institutions of unknown hazard, both legally and in the habits of those who use them. It is good to make some ostentatious halts, even if the situation does not really require it. Such devices help to make one acquire the signalling habit. Not all are agreed on the value of signals, for it is said that the hands of the driver should be on the wheel and not stirring the surrounding air. Even so there are some situations where they are useful. A sudden stop is one of them. Not one driver in a hundred will make his signal in good time.

Traffic Streams

Positioning is a large percentage of the formula for success in traffic. The turning technique is now well enough known, for hundreds of driving test failures have impressed that on the public, but some less evident details are not so well known. Some learners find that there is a tendency, because they keep well to the left, for them to be edged out of the traffic stream. Just as a stick will travel more quickly down the centre of a stream, because of the "boundary drag," so the stream of traffic has lazy edges also. It is best to keep in the centre of it. It is one of the tribulations of learning that all this hesitation and caution gets a driver into more trouble than the dash and forcing tactics of the experienced.

Vigilance is a strange ability, for it does not seem always to come with the most avid concentration. Everyone who uses the roads must have had experience of taking some kind of avoiding action, and then reflecting with the conscious part of the mind, "I wonder how I got here?" Constant reminders to remain alert do not seem to do any good, and the best mood in which to drive is one of relaxed awareness, like reading a book in front of the fire. Even so, instances come to mind of the value of using the imagination. The curve of road on the hill ahead or a gap in trees will sometimes show up the car that might cause trouble in the next few minutes. Once, during the war, I watched an aircraft circling an aerodrome—it was the merest speck—and a pilot who stood at my side said that he thought it was going to come in down-wind, and overshoot the runway. So it did, and I have always wondered at the sixth sense that occasioned the remark. Good drivers will develop the same quality, but it is hard to know exactly how, except by driving a lot, and being interested in driving. J. F. H.



number of words will teach a person to drive. Nor, on the other hand, will turning him loose and untutored upon the roads. The absence of road confidence is an emotion that everyone who has learned to drive will recall.

One woman driver I knew said that, once having set out, she felt that she could not stop, and that she looked for endlessly extending horizons of road before she felt at all happy. Not everyone will feel as bad as this driver, who added that she got on fine if she met no trouble, but if it was necessary to stop in a town and do some shopping, though the passengers often never guessed it, she was in constant fear of the situations that might arise.

It is not the most evident and discussed situations such as right-hand turns that cause the most difficulty. Often such a seemingly simple thing as keeping station in a line of traffic will cause much more trouble to the learner. He is often late with slowing or acceleration, for the simple reason that his movements are less instinctive than those of the practised driver. He should learn to use the overrun of the engine as a brake, and third gear is useful for this, as it provides the necessary revs; he should keep a close watch on the car in front, to follow its changes of speed. Traffic conditions in this country, and others, are getting worse; thus it behoves everyone to be a good town driver, and driving skill will be more and not less necessary in the future. This, in an increasingly technical age, is curious, but it is fact.



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The capital city of Luxembourg is built on either side of a deep valley, criss-crossed by numerous viaducts and bridges. This photograph was taken from an opening in the Casemates (underground caves in the hillside, used as fortresses and hide-outs in years gone by, but now merely "one of the sights").

Going "G.B." This Year?

A PRACTICAL GUIDE TO THE CONTINENT, BASED
ON RECENT EXPERIENCES **By Douglas Byrne**

ARE you thinking of taking your car across the Channel for a touring holiday? Then perhaps this will be of interest and help, for although numerous articles have been written about Continental touring, so many omit the small but important practical details.

The first question that crops up is generally, "How much will it cost?", but this depends upon so many different things, such as size of car, and type of hotel desired, that even an approximate estimate is difficult. Personally, four of us took a Renault 760 through Belgium, Holland, Germany

(Rhine and Moselle valleys), Luxembourg and France, covering about 1,200 miles in a fortnight, at an inclusive cost of just under £35 each. This included the Channel charges for ourselves and the car, and the cost of hotels, meals, petrol and so on, but not purely personal presents.

To start with we joined one of the motoring organizations for an annual subscription of £2 2s, and for an additional £3 10s were supplied with a vehicle carnet (which lasts twelve months), a G.B. badge, international driving licences (not required in France), and all relevant information.

Also lists of Continental hotels for the various countries we intended visiting; these were specially requested, but there was no extra charge for them, and they proved to be absolutely invaluable.

To enter Germany, permits had to be obtained from the Military Control Officer, 22-25, Princes Gardens, London, S.W.7, and cost 14s 6d each. This was for a single journey, and did not permit us to cross the frontier more than once. Shipping costs for car freight and four passenger tickets totalled £26 10s, which included the £3 10s composite fee for documents and service.

Abroad, hotel charges for bed and breakfast varied from 9s each in Bruges to 19s 6d in Koblenz, whilst lunch or dinner was from 4s to 12s 6d, with an average of 6s. Food was dearer than in England, but there was no comparison in either quality or quantity! Besides being served with twice as much of everything, we found the cooking perfection.

Petrol varied from 3s 6d in Holland to 5s 6d in Germany, and it was possible to obtain an anti-knock mixture for a slight extra charge. We had to buy our own soap, but towels were provided in all hotels, and in Holland there was invariably a plug for an electric shaver at the side of the wash-stand mirror.

Parking is Easy

Overnight parking cost 3s 6d or 4s 6d, but this charge could have been saved had we left the car out in the streets or squares. Parking lights were unnecessary, and as there were hundreds of cars left about, presumably they were comparatively safe—in any case, it would be a very foolish crook who stole a "foreign" car.

For a "grease-round" we were charged 7s 6d at one garage, whereas another did the job for nothing! Motoring appeared to be dearer than in this country, and the average Continental working man rides about on a cycle with a little engine attached.

Language proved hardly any difficulty, for everybody who spoke any English at all was more than anxious to "polish it up." In Germany, we found that our schoolboy French was very similar to theirs, and we managed admirably—with the aid of a dictionary, phrase-book, and paper and pencil. Continental cafés exhibit prices outside, and we found it paid to examine several menus before deciding where to eat.

When hunting for hotel accommodation, one of us would enter the hotel alone, and ask at the reception desk whether anybody spoke English; had they two rooms for four people, and what was the price per room? Charges were written down, and a financial conference then followed in the car. By this rather elaborate method we avoided being "stung"—something which few foreign travellers can boast! Tipping was a very sore subject, but as 10 or 15 per cent service charge was

added to every hotel and restaurant bill we just didn't tip. It seemed to be quite unnecessary, especially as we were travelling in a baby car.

"What about driving on the right of the road?" Well, it was really just too easy, and the only danger appeared to be when the road was empty of traffic. This may sound rather odd, but it was a fact that with plenty of traffic about one tended naturally to keep "in the line." Care was needed when overtaking vehicles, and the driver had to rely on the front-seat passenger to give the "all-clear" when to pull out. The meaning of the international road signs was obvious (but why so different in England?), and the only time we went wrong was in Germany where a bridge had been blown up and there was a diversion. A large notice board was printed in German, but did not bear an arrow, and as we had no idea what it meant, we "diverted" to the right . . . immediately several locals were yelling at us and pointing in the opposite direction!

Where Are We?

Signposting was good everywhere, and nearly all signposts gave the road number, the name of the next town, and number of kilometres to it. But they could do with a coat of bright paint. . . .

A warning: beware of the *Tromax* signs, for the Continental idea of roadwork consists of taking the whole of the road up at once. Vehicles have to dodge round heaps of rubble, with the risk of breaking an axle in a deep hole at any moment. The English method of resurfacing half of the road at a time certainly has advantages.

Commercial vehicles are not bound by any speed limits, but there were general speed limits through some of the towns and villages, and they were well below our 30 m.p.h. Note to remember: one gives way to traffic approaching from the right, and *always* gives way to trams.

Although roads are generally wide and dead straight for miles on end, the surfaces vary from excellent concrete to cobblestones. The latter are simply appalling, and have to be negotiated with the greatest of care, especially if wet. Perhaps the worst roads are those of cobblestones with tramlines running down the centre—driving a car on a skating rink is a picnic in comparison.

We crossed the Channel from Dover to Ostend, and experienced our first delay waiting for the car to be unloaded from the ship by means of a rather spidery crane. After an hour watching the Belgian trains passing the dockside, our Renault was finally hoisted aloft, and after the usual formalities at the Customs we were soon on our way—driving on the right for the first time!

Giant American automobiles, with windscreens at the back as well as in front, kept sweeping by at terrific speed, turning us green with envy.

However, it was very nice to remember that their m.p.g. would be in the 'teens, whereas we covered nearly 50 miles to the gallon.

The first night was spent at Bruges, where we had dinner at an open air café in the typically Continental square, looking up at the floodlit belfry and listening to its celebrated peals. Next day we travelled via Antwerp and Rotterdam to The Hague, where we stayed at the Hotel Centraal (very multi-star), and were charged only 14s each for bed and breakfast. We found the Hotel Centraal at Amsterdam was also very reasonable.

A Notable Mrs. Grundy

Crossing the country to Arnhem, we journeyed south to Venlo, where we decided to go for a swim in the town's open-air bath. This turned out to be a large gravel pit, which was divided in the middle by twin wires, and the sexes were well and truly separated! There was even a Dutch "Mrs. Grundy" sitting under an umbrella on a little island in the middle, to see that nobody "jumped the wire."

Passing from Holland into Germany was like going from a land of plenty to one of poverty. Gone were the brightly painted houses and vividly hued advertisements, and in its place there was a greyness which covered everything. It was obvious that nothing had been painted since before the war, and even the girls were in dingy, colourless clothes. Unemployed stood at the street corners, but at the same time no one was starving, and obviously quite a lot had been done. Much of the bomb damage remained, but there was electric light and transport. Besides buses and trains, there were innumerable trams—each drawing a couple of trailers—whilst giant diesel-engined lorries, with trailers behind, roared round corners at terrific speed. The road surfaces all needed attention, and one had to be continually dodging large potholes, but we became used to this after a while. We fed quite well at hotels (they were supplied with special rations), but naturally found everything rather dear. The hotels were all very clean and comfortable, centrally heated and having running water in all rooms.

From Cologne and Bonn we followed the Rhine down to Koblenz, and then turned into the Moselle Valley, where the scenery, although not on such a grand scale as along the Rhine,

was quite as beautiful. From Trier we soon reached Luxembourg, a charming old-world capital city built on either side of a deep valley. High viaducts criss-cross at irregular intervals, giving the town a truly musical comedy atmosphere, and there is even a steam train puffing its way along the tramlines in the main street two or three times a day.

Although Belgian currency can be spent in Luxembourg, the reverse is not the case (we discovered this too late). The residents are very proud—and justly so—of their little country, and even speak their own Luxembourgish language. By special invitation, we had the privilege of being shown round the Radio Luxembourg radio station. The little studio from which "Lord Haw-Haw" regularly broadcast was particularly interesting.

The roads in the Belgian Ardennes have been skillfully constructed to avoid sharp gradients, and although we had several long, steady climbs in second gear, there was nothing to compare with Sutton Bank or Countisbury.

Woodland Trams

One is always sure of plenty of variety in a Continental motoring holiday, and whilst passing through a particularly dense wood in the heart of the Ardennes we heard the clanging of a bell. To our surprise, a suburban-looking tram appeared from the trees on the left and crossed the road. Obviously the Belgians are right when they assert that their country is covered with a network of tramlines.

To anyone going to Southern Belgium, a visit to the Grottoes of Hans is well worth while. They are somewhat similar to the Cheddar Caves, but far vaster. Of course, there are the stalactites and stalagmites (latter growing upwards) expected in such show caves, but what is surprising is the large underground café, and the journey by boat through many more caves to the open air, not forgetting the cannon firing!

Apart from sight-seeing, what amusements were there? Talkies minus understandable dialogue proved exasperating, and theatre revues and variety were far below English standards. There was dancing, sitting at an open air café and watching the traffic (pedestrian and vehicular) and shop gazing. The latter was possible until late in the evening, as most of the windows were brilliantly lit.

Typical of Amsterdam is this tree-lined street, surfaced with wood blocks, running alongside one of the many canals. The motor launch is one of the fleet which conveys tourists round the miles of waterway and dockland. There is no protection between road and canal—but luckily pea-soup fogs are infrequent.



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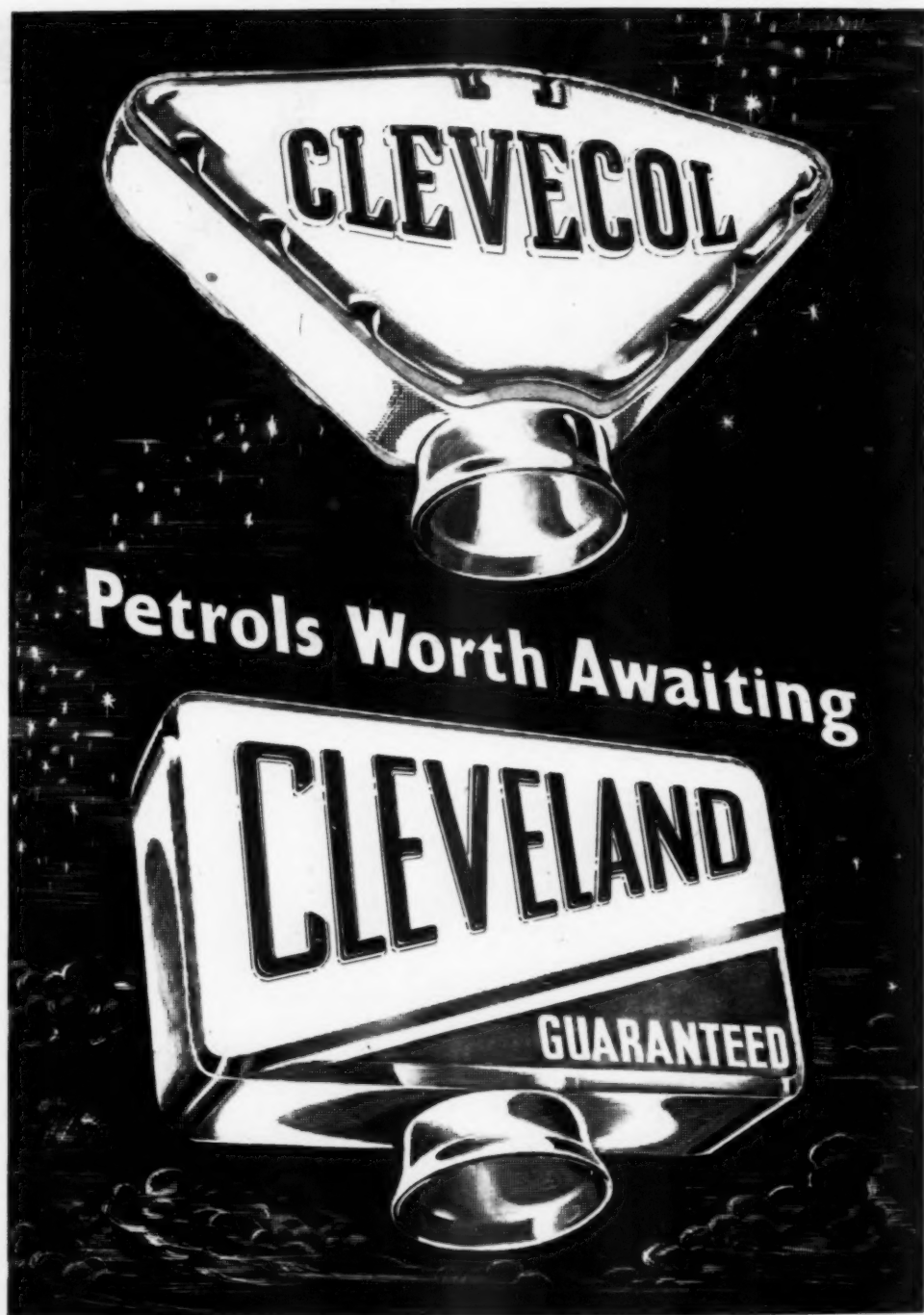


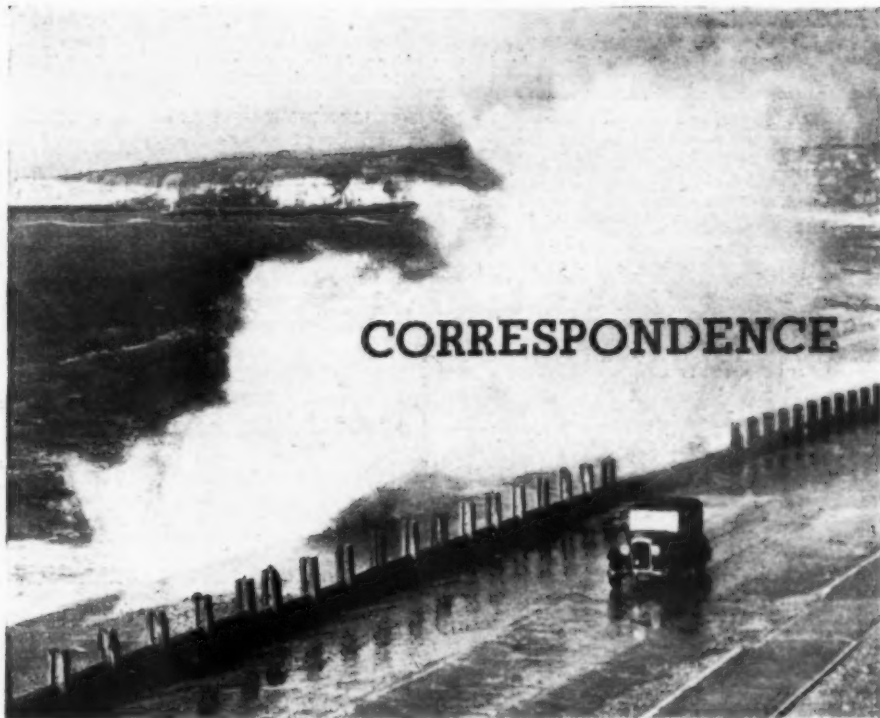
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5893 A.





CORRESPONDENCE

Seaford, Sussex, has had serious gale damage done to its seafront road since the war and many thousands of pounds have been spent on repairs. Here the road is being battered once more by a winter gale. The owner of the Austin was well advised if he washed his car after this trip, for sea spray is extremely corrosive and destructive.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE STAMFORD STREET, LONDON, S.E.1

FLYING THE FLAG

Ought Officials to Use British Cars?

[63150].—As an Englishman temporarily residing in the U.S.A., I find it hard to understand why so many of our diplomatic representatives use American automobiles in preference to British. At a time when our motor industry is making every effort to expand its export markets, it gives a very poor impression for prospective purchasers to see British officials constantly using American cars.

Surely it would be well worth the small extra expense involved to provide our embassies and consulates abroad with good-class English limousines, each one of which would be an "ambassador" of British design and engineering skill properly displayed.

Los Angeles, U.S.A.

PATRICK T. MOORE.

SAVING STEEL

10 Per Cent Off the Body?

[63151].—I thought your retrospect of 1950 cars and design (January 12) most interesting; one point in particular—the increase in weight—is a very retrograde trend.

Admittedly these automatic transmissions and hydraulic torque converters add weight (and cost), but one feature strikes me as being a totally unnecessary increase in weight and cost—the extravagant use of sheet steel in these long, overhung "boots," which are not only unnecessary but also a positive nuisance in traffic; also the bulbous and so-called streamline mudguards.

In view of the cut in sheet steel supplies, it is surely worth while revising designs and adopting more functional lines of body and mudguards. Even a saving of 10 per cent, which should be possible, would be worth while.

In my view, economy of material has always been an axiom of good design. Would that modern designers accepted this axiom.

Wormley, Surrey

GEORGE LANCHESTER.

DIESEL-VANGUARD

Good Fit for Those Interested

[63152].—Vanguard owners among your readers may be interested to know that the Perkins PS(TA) three-cylinder diesel engine will fit their cars quite nicely.

Meopham, Kent.

HENRY W. BOUCHER.

DEMAND AND SUPPLY

Why Not Fill the Gap With Imports?

[63153].—The Autocar has done a public service by its persistent criticism of all parties concerned in the preposterous car delivery situation. But it is disappointing that you should say, in the leading article "How now, Mr. Micawber?" (January 26), "What is to be done about this we do not know..." Assuming, without admitting, that more English cars cannot be released for the home market, there appears nothing but the obscurantism of the authorities to prevent the import of foreign cars from "soft" currency countries.

The French and German industries are getting into their stride again and have cars to sell. The admirable Italian industry would increasingly do so if it received help and orders from us. Italy is said to have some 2,000,000 unemployed, many of them skilled mechanics. If we were to take her cars, some of these unfortunate people could be employed to build them and earn good wages, thus weakening the hold of Communism there, and, in turn, improving the Italian market for our

CORRESPONDENCE

continued

own goods. If there is to be a really "United Europe," and that expression is not to be merely a piece of political hypocrisy, commerce between its members should be at least as free as it was before the war.

A great contribution could at once be made towards filling the gap which has now existed for so long between the demand and supply of cars in this country by removing the ban on the import of cars from the countries mentioned. Until this has been done it is impossible to say that everything has been done to close this gap, which at present grows wider. If we will not accept their goods, how can we expect them to take ours?

From another point of view it is scandalous that, for example, so advanced a car as the new Lancia Aurelia is not admitted to this country, thus enabling experience of it to be gained on the road in the hands of the British public. We all remember the effect of the Aprilis model on design here. The absence of the foreign competition, especially of this calibre, may well be a cause of the fact, recently complained of by one of your technical contributors, that the weights of English cars are rising without a corresponding increase of engine power, a development peculiarly untoward at the present time. E. BOOTH.

London, W.1.

SALOON AND COUPE

No Return to a Saloon

[63154].—In reply to [63099] I would like to say that our Armstrong Siddeley Hurricane coupe is a far warmer and more draught-free car than we have ever had before. We would not dream of ever having a saloon again. T. L. CHIAPPELL.

Cranleigh, Surrey.

Metal Expanse Causes Rapid Cooling

[63155].—As an owner of a drop-head coupe for several years I should like to assure [63099] that I found my particular car—a Sunbeam-Talbot—considerably warmer than the new saloon I now have. I drove many hundreds of miles during that terrible winter of 1947 and never once felt the need of an overcoat, this in spite of the fact that the hood and doors were not nearly as close fitting as when the car was new. I put this down to the mass of cold metal on the top and sides of a saloon keeping the interior like a refrigerator. I have had a heater installed in my new car to keep it at a comfortable temperature.

Incidentally, the wind noise at speed sounds ten times greater than in the drop-head, and, in fact, the only drawback I experienced was the rearward vision. This can easily be remedied by fitting an outside mirror or a larger rear window.

In my opinion no car looks as smart and pretty as a d.h. coupe and, in spite of the climate in the British Isles, many happy miles of open-air motoring can be achieved.

Enfield, Middlesex.

DOUGLAS E. WRIGHT.

AUTOMATIC TRANSMISSION

Back to the Plain but Good

[63156].—I was horrified to read the remarks about automatic transmissions by that pillar of national motoring, The Scribe. He must have been feeling old that day (January 5). I have driven all the current American automatics and I think they are terrible. However, in defence of the struggling though obviously misguided designers, I must admit that I am one of those die-hards who have never ceased to resent the advent of the synchromesh.

Pre-synchro days we had two-pedal control in its most perfect form; once the car was in motion the clutch could be forgotten. Even today I find it possible on some makes (fitted with steering column change and synchromesh) to dispense with the clutch, but on other marques the designers spoil the fun by fitting locking devices between the clutch and the selector rods—a cowardly trick. STRAIGHT CUT.

Cape Town.

And Other Points of Criticism

[63157].—From articles in *The Autocar* and correspondents' letters it may appear to some motorists that our industry is falling behind in the field of automatic transmission. But is automatic transmission desirable for universal practice? My experience may be of some interest. In 1944 a large American armoured car, weighing 11 tons, came to the Far East; it had two petrol engines coupled by a common bell-housing to an automatic box. Those in charge said this car was the fastest and most manoeuvrable thing of its kind.

We were equipped with Daimler armoured cars weighing six

tons, with one 28 h.p. engine coupled to a fluid flywheel and a pre-selector box. We challenged the "in-charge" of the monster to a race over open country with some road included, but mostly open country, for which the cars were designed.

The Daimler won. Our driver could change gear when he wanted, not wait until the car decided to do so. The same year a 12-ton tank appeared with automatic transmission; this was lacking in manoeuvrability and quickness compared with its counterpart having a manual change box. I drove both vehicles and have no desire for automatic transmission.

Again, who, or what, inspired the British motor manufacturers to develop steering column gear changes? The Monte Carlo Rally proved this a disadvantage in some cars when changing from bottom to reverse. What was wrong in developing the short remote control lever as in Rover and Jaguar cars?

Also, a bonnet which disappears out of sight from the bottom of the windscreen gives a distinct "flying trapeze" feeling when the car is in good motion in undulating country.

Manchester.

T. BURHOUSE.

YOUTH TO THE FORE

[63158].—I think I can claim to be the youngest regular reader of *The Autocar* as I am just fifteen. INTERESTED.

Sheffield, 2

[63159].—In reference to letter [63115] I challenge for the title of youngest reader. I am fourteen. D. J. WATSON.

Liverpool.

[63160].—I am a regular reader, and I am only fourteen. I also know another regular reader who is fifteen. JAMES ELLERBY.

Middlesbrough.

[63161].—Referring to the claim in letter [63115], I think that I can make a claim as I have been a regular reader since I was fifteen. JOHN W. YELDHAM (16).

St. Yeldham, Essex.

[63162].—I am sure I am the youngest by far at fourteen. I think *The Autocar* is an excellent journal and I have learnt quite a lot about cars from it. D. MCGILLAN.

Ilkley, Yorkshire.

[63163].—May I mention that I am sixteen years old and have been a regular reader for the past three years? KEVIN C. KEEGAN.

Liverpool.

[63164].—I first took *The Autocar* when I started in the motor trade; that was 20 months ago when I left school. I am only sixteen. A. J. TUCKER.

Bridgwater, Somerset.

[63165].—I wish to say that I am fifteen and read *The Autocar* each week. There are three or four boys in my form at school who also read it and are under seventeen. IAN MORISON.

Lymm, Cheshire.

DAZZLE

Canadian Practice and a Suggestion

[63166].—Discussion of the dazzle question makes me think a transatlantic view may be of interest. The Ontario Highway Traffic Act, typical, I believe, of Canadian and U.S. legislation, calls for white, green (1) or amber lights on either side of the front of vehicles producing "a driving light sufficient to render clearly discernible any person or vehicle . . . within a distance of two hundred feet . . . whenever on a highway after dusk and before dawn." Parked vehicles are excepted, and a further subsection limits lighted lamps of over four candlepower to four in number.

Two head lights are thus mandatory at all times, dipped or not, and a nocturnal trip through downtown Toronto would drive a dazzle-conscious English heavy transport driver stark, staring mad! Neon signs glare rainbow colours over brilliantly lit streets, and two dipped sealed beam head lights are the rule. An occasional bus or big truck plunges along with two head lights plus a pair of amber "fog" lights.

Out in the country we dip about as efficiently as the average English road user, and we, too, have the driver who possibly "never knew what that crunchy thing on the floor was for, anyway."

Our big advantage is that almost all traffic, from my "Chevy" to the boss's Cadillac and the Greyhound bus, has sealed beam lights of similar power, and which really dip. In some States they are compulsory, and rightly so. The lights are solidly in the bodywork and adjustments are efficient and do not slip.

You will probably agree it is not so much that there is some

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CORRESPONDENCE

continued

dazzle from approaching lights, but rather that each vehicle dazzles to a different extent, that causes difficulty.

Why not, therefore, produce a standard specification sealed or similar fixed-focus, fixed dip lamp—which either works correctly or is bust—and fit to all vehicles?

Toronto, Canada.

D. WILLIAM ROBINSON.

NIGHT LIGHTS

Difficulties of Speed Judgment

[63167].—My advice to your young reader [63085] is always to use his instrument panel light when driving at night. There is no more dangerous practice than judging speed by intuition.

Forty m.p.h. will feel a mere crawl when decelerating from speeds in the region of 70 m.p.h., and yet the same speed can be quite exhilarating if attained after pottering at a mere 20 m.p.h. The same speed will feel quite different when driving on a wide main road from driving in country byways.

Again, the sensation of speed is quite different after dark compared with daytime driving.

W. S. JONES.

St. Helier, Jersey.

Bulb-painting to Reduce Brilliance

[63168].—I have noted the correspondence concerning the illumination of instruments. I think it is essential to have the oil gauge, at least, lit; personally I like to see all the dials. As the lighting on my 8 h.p. Standard was too bright, I painted the bulbs red, which gives a nice rosy glow to the translucent dials and no dazzle.

C. W. N. BERRIDGE.

Leicester.

Luminous Paint Desirable?

[63169].—Surely the solution to this problem lies in making the dials of the instruments luminous? Then those who dislike having the panel light on whilst driving can read, in particular, their speedometers without having to have the light on.

I agree that it is more pleasant driving at night without the panel light on and I often do it, especially when conditions are bad and the lights are at their lowest efficiency. Basically, the only two instruments one wishes to read at night are the speedometer and the oil pressure gauge. One normally knows how much petrol was in the tank at the start of the journey and whether it should be enough to reach the destination. And the ignition light comes on if the dynamo fails.

I suggest that about three-quarters of each pointer, from the centre outwards, be coated with luminous paint, the tip being left the colour it now is, and that spots of luminous paint be placed outside the normal calibrations on the dial.

Plymouth, Devon.

FRANK L. HOLMAN.

GREMLINS

Tap-tap from a Loose Dynamo

[63170].—I had the same experience as The Scribe ("Gremlins," February 2) a few years ago and was sure that a big-end had gone. I had just started to remove the sump when I noticed that the dynamo (belt-driven) was slightly loose.

The vibration exactly synchronized with the engine revs. On tightening, all was well.

HARRY TAYLOR.

Salford, 6.

CLIMBING

A Point About 1937 Performance

[63171].—I was very interested in your correspondent Mr. W. Kennedy's helpful hints on washing and starting [63125], but I wish he would let me know how he gets his 1937 Flying Standard to take four people up 1 in 5 on top.

This performance is much better than anything I have read in last year's Road Tests, which include Bentley, Jaguar, Aston Martin and many other high performance cars. Perhaps he dives down a 1 in 5 first?

A. C. S. IRWIN.

Codicote, Hertfordshire.

SAFE DRIVING

Awards for Good Records?

[63172].—I have read just lately of drivers of buses receiving gold medals and bars for safe driving for a number of years. Is it not possible to do this to all drivers of cars and lorries?

I myself am an owner driver with 21 years' clean driving and there must be a vast number like me on the roads. But do we get any thanks and credit for being safe drivers? Not on your

life. I think that if all drivers were given something they would go out to get as many awards to their credit as possible, thereby making the roads safer for all.

London, E.13.

E. SIMPER.

EYES

Professional Distinctions in Terms

[63173].—Referring to your leading article headed "The Eyes Have It" (February 9), may I please point out that the letters F.R.O.A. (Fellow of British Optical Association) after the author's name usually denote that the person is a sight-testing optician.

An oculist is an ophthalmic surgeon. You will agree there is quite a difference.

J. A. AYTON.

New Milton, Hampshire.

HOISTING THE VAN

Double Utilization of the Spare

[63174].—I notice that your correspondent [63121] uses wood blocks to increase ground clearance when a puncture lets his caravan down too low to accommodate the jack.

Surely the accepted method in such circumstances is to run the "flat" on to the inflated tyre of the spare wheel which, having no sharp edges, seems ideal for the purpose. After jacking up the vehicle the spare wheel is released and near at hand for fitting.

H. STUBBINGS.

Kenton, Middlesex.

CYCLISTS

Liability of Machines to Skid

[63175].—Car drivers write about "dangerous" bicycles; they greatly add to so-called danger. In fact, they make a good deal of it themselves. Most motorists seem to think that cycles are skid-proof; they are not, for it is quite possible for a cycle to slide on just the camber of the road.

If a cyclist is forced to brake on an icy road he very often has an accidental broadside, a fact that motorists often forget. If motorists would remember this the roads would be much safer.

D. W.

Liverpool.

T.O.S.C.

Ready Reference of Classic Sports Cars

[63176].—I have recently had the complete T.O.S.C. series bound in three volumes—Nos. 1-110 (Vol. 1), 111-220 (Vol. 2), and 221-329 (Vol. 3). They are now compact and an excellent reference for every sports car—English and Continental. It is much better than keeping them separately, and other readers might like to follow suit.

An index for each is easily arranged from lists which appear in *The Autocar* at intervals, and can be pasted on the front cover of each volume. It is, of course, wise to take out the double-page in each instance, as it is easier for binding.

Newquay, Cornwall

HAROLD L. BATTEN.



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The Autocar READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Radio Interference

I have recently fitted a radio to my previous car and, although it works reasonably well, I get interference from the windscreen wiper and a certain amount of "mush" from the engine as a whole. I have fitted suppressors on the plugs and one in the lead from the coil to the distributor.

S. S.

Fawkham, Kent.

A SUPPRESSOR - CONDENSER should be fitted to the windscreen wiper motor and it may be necessary to do the same thing to the dynamo, which may be the cause of a certain amount of interference if it is worn. Another suppressor-condenser should also be fitted to the battery terminal of the coil. If the aerial can be mounted so that it is screened from the engine worthwhile improvement will probably result.

Suction Wipers

I am wondering if it is possible to fit a suction-type windscreen wiper to my car. Is carburation likely to be affected and should I fit a tap in the airline to the wiper so that it can be shut off for cold starting?

A. F. H. B.

Leighton Buzzard, Bedfordshire.

IT is easily possible to fit a suction windscreen wiper by drilling the inlet manifold and tapping in about 1 in of capillary tubing to which the rubber tube from the wiper may be attached. There is no need to fit a tap but, from the point of view of cold starting, it is as well to remember to switch off the wiper when parking the car at night after a trip in the rain.

Fiat 500

My Fiat 500 suits me in almost every way, but I wish to get some extra power so that I can hold my own with 8 h.p. models. The engine is about to be thoroughly overhauled and I am prepared to do quite a lot of extra work on it. Perhaps you could advise me on how I could increase the performance?

Lancing, Sussex.

C. E. S.

THE cylinder head could be machined slightly to raise the compression, and the pistons, connecting rods, crankshaft and clutch assembly should be carefully balanced. The ports could be cleaned out with a rotary file and great care should be taken in matching up the passages in the manifolds with those in the block. There is sometimes an undesirable step at this point.

Two blades could be removed from the fan, which should then be rebalanced, as it is unlikely that overheating would result. The silencer could be exchanged

for one of the straight-through absorption types, and substitution of the carburettor or jets would probably increase performance still more. To obtain the best advantage from the increased performance, it is very desirable to balance the wheels and it may subsequently be found that the propeller-shaft may also need to be balanced, a task which can usually be carried out by the judicious application of Jubilee clips.

Steering Wander

My 1936 Wolseley Fourteen has a tendency to wander slightly even on a straight, level road. I have checked the steering mechanism, which seems reasonably sound, and have adjusted the steering box to eliminate play. New ball joints have been fitted. I cannot detect any play when I jack the front wheels up, so the king pins seem to be satisfactory.

R. M. C.

Cranleigh, Surrey.

IT would seem that settlement of the springs has affected the castor angle of the wheels and that having the springs reset might be the cure. It would be as well to have the castor angle checked at a Wolseley service station before having anything done to the springs.

Van Conversion

If I purchase a secondhand 10cwt van and adapt it for private use by fitting windows in the sides and a seat in the rear, should I be liable to pay purchase tax?

E. B. G.

Otley, Yorkshire.

SUCH a conversion would be chargeable as a whole under Section 16 of the 1946 Finance Act, involving payment of purchase tax on the wholesale value of the completed vehicle. If the work were carried out by coachbuilders already registered for purchase tax purposes, payment of tax would be made to them. At a smaller garage, however, or if the work were done by you personally, you should contact the local customs officer.

First Buy

I am nearly 17 and would like information about the taxes on cars manufactured between 1925 and 1929 as I wish to purchase something as cheap as possible.

Belfast.

M. L.

THE tax on all cars first registered before January 1, 1947, is on a horsepower basis at 25s per horse power so that, irrespective of age, the lower the power of the car you buy, the better it is financially.

Bearing in mind that you wish to spend little on the car, we would strongly suggest that you purchased a seven or eight h.p. car with the idea of doing some work on it yourself because, although a high-powered car of the 1920s might be very cheap to buy, the running costs, taxation

and insurance would be prohibitive, petrol consumption enormous, and spare parts probably needing to be specially made.

Overseas Buyer

My cousin is visiting this country from Australia and wishes to take delivery of a car in this country to save freight charges. Is this permissible without payment of purchase tax? He might possibly settle here, so would this affect the position in any way?

R. J.

Newhurst, Surrey.

YOUR cousin could easily arrange to buy a car in this country out of the export quota and thus save freight charges, but only on the definite understanding that it would be exported within a certain time-limit. Purchase tax would not be payable.

Steering Failure

A friend of mine recently had the frightening experience of losing control of the car because of failure of the steering mechanism. I have heard of this happening before and would like to know if there are any special precautions I should take to make sure it does not happen to me.

P. J. S.

Mountmellick, Eire.

THIS misfortune is certainly not unknown but, fortunately, it nearly always occurs when the car is moving slowly, such as when manoeuvring out of a car park, turning a right-angle corner, or at similar times when the steering is under far more strain than it would be during ordinary main-road motoring. The answer is to have the whole steering mechanism examined at regular intervals and make sure that worn parts are properly replaced.

Petrol Consumption

I bought a 1940 Austin Ten a year ago and have since covered 10,000 miles without being able to get more than 21 to 24 m.p.g. The carburettor has been checked by the makers and I have fitted new exhaust valves and a new distributor, but the trouble persists in spite of the fact that the engine is in good condition and oil consumption is negligible. The engine seems lively when running advanced, but is markedly sluggish when retarded sufficiently to eliminate pinking. Recently I had new plugs fitted and the engine decarbonised and given an electrical check-over, but the m.p.g. remains the same.

F. R. H. M.

Birmingham 20.

PERHAPS in your desire to eliminate pinking you have retarded the ignition more than is desirable for optimum economy. As a check you should advance your ignition so that the engine starts to pink at 20 miles an hour in top gear, up a gradient of 1 in 10, and check your consumption with this ignition setting.

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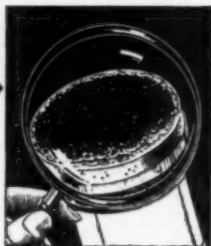


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TRIALS

VINTAGE VIGOUR

AFTER the gloomy prognostications of the weather prophets the conditions for last Sunday's V.S.C.C. Bisley Rally came as a pleasant surprise. True, there were one or two brief showers and the wind was cold, but on the whole the day was not too bad, and certainly a vast improvement on the last one.

As usual, there was a succession of driving tests of varying nature on the now-familiar piece of W.D. ground alongside the railway embankment, near Bisley. The first of these tests comprised a stop and restart in a hill-climb, and was carried out to the accompaniment of the usual smell of Vintage clutches grappling with the unaccustomed task. In fact, the transmission system suffered as a whole, one elderly Alvis displaying disintegration of the rear universal joint; however, this was replaced in time for the car to compete in the remaining tests.

The first of these utilized a wide lane flanked by tapes with several tubs down the centre. The driver was then blindfolded and had to drive in and out of the tubs to the far end, and return in reverse, guided only by the instructions of the passenger. This created much amusement and a certain amount of havoc, Felix Day's 3-litre Bentley, in particular, scattering the spectators both forwards and backwards. It was noticeable, too, that it is no use telling a driver who cannot see to keep straight on, as he is quite likely to respond by going round in a small circle. Best performance here was put up by D. H. Gahagan, in his Alfa-Nash, a pretty Alfa coupé powered by a 4-litre Nash unit. In the last test, the driver had to run to his car, start the engine, accelerate hard to an intermediate line, and then proceed as slowly as possible, without touching the clutch, to the finish. Many notable feats of agility were achieved here, especially with the doorless type of sports car; best of all, however, was Captain J. E. Castle's Rolls-Royce, which was so slow as to be almost stationary—count the explosions—on the latter stage.

Many interesting cars were present, from D. Denne's beautifully restored 1912 Humber to Peter Clark's Vanguard saloon, with overdrive and large Wade supercharger. The proceedings were concluded by tea in the N.R.A. Pavilion.

PROVISIONAL RESULTS

Vintage cars: up to 1,500 c.c.: 1. Austin 747 (E. C. Davies) 2. Riley 1,097 (B. Heston-Smith) 3. 2. to between Geymre 1,051 (P. H. Whiteley) and Riley 1,491 (D. F. H. Wood).
Over 1,500 c.c.: 1. Lancia 2,446 (L. Murray Austin) 2. 2. to between Rolls-Royce 3,127 (Captain J. E. Castle) and Bentley 4,598 (G. Badgerick) 3. Lancia 3,500 (L. S. J. Evans).
Non-vintage cars: up to 1,500 c.c.: 1. Riley 1,097 (J. J. Butcher) 2. Fraser-Nash 1,466 (H. E. Brown) 3. B.S.A. 1,335 (R. G. Porter).
Over 1,500 c.c.: 1. Alfa-Nash 4,000 (D. H. Gahagan) 2. 2. to between Standard 2,088 (P. C. T. Clark) and Buell-Alfa 1,750 (J. P. Perry) 3. Bentley 4,250 (P. H. Moss).



D. Denne's 1912 14-litre Humber essaying the precipitous ascent during the first test in the V.S.C.C. Bisley Rally. (Inset) Blind flying! D. Elwell Smith (Aston Martin) looks apprehensive.

DORSET DICE

PPOINTS worthy of commendation were evident when the West Hants and Dorset Club held their Hartwell Cup trial last Sunday. To start things off on the right foot a high wind kept away most of the patiently waiting rain, and sunshine covered the hills of Dorset.

The entry of some 45 starters was unusual for these days including, in addition to specials, a wide variety of family cars. True, these cars were handicapped on some of the hills but this was made good by the initiative of the club in trying out the new system of marking. First stop on the trial was the weigh-bridge, where front and rear axle weights were recorded. At the end of the 80-odd mile route each competitor's marks were multiplied by the weight of the front of his car and divided by the weight of the rear, thus putting the trials special at a disadvantage. As it happened, lack of a real "stopper" gave too much benefit to the orthodox car.

The sections were cleverly arranged, many being tricky because of slippery, steep surfaces, but none was chassis-breaking. Roke Major and Minor were good examples.

Troy Farm Hill again was welcome to the "sedate" competitors, the hill itself being easy but the principle being to go as slowly as possible rather than the opposite. Narrow tracks were the main type of obstacle in a course which covered most of southern Dorset.

PROVISIONAL RESULTS

Figures after brackets show percentage of car's weight on rear wheels.
Hartwell Cup: Hillman 1265 (H. R. Jesty) 47.6. Marabout Cup (Best in opposite class): Buick 1172 (M. C. Purrott) 55.5.
First Class Awards (closed cars): Ford 1178 (R. Curry) 51.5; Austin 2660 (D. C. E. John) 50.1.
Second Class Awards (closed cars): Riley 1496 (D. W. Cottle) 52.5; Renault 1025 (L. J. O. Bartlett) 50.7.
First Class Awards (open cars): Len Francis 1406 (N. Crane) 48.5; A'ard 3622 (J. Jesty) 56.4; Alvis 1496 (A. Louth) 52.5.
Second Class Awards (open cars): Riley 1089 (A. H. Saunders) 53.1; Jaguar 3665 (O. R. Dear) 53.2; M.G. 599 (P. W. Scott) 57.7.

Riley Rally

IN the course of a pleasant 60-mile run among the heaths of eastern Surrey and Hampshire, the Winter Rally of the London centre of the Riley Motor Club incorporated eleven handling tests. There was no cross-country or rough stuff, and many entries were post-war models.

The tests included one of reversing into two boxes and going forwards into one, in any order, and presented a strategic rather than handling problem. An old Kestrel was observed to have trouble with the faint inclination of its front wheels, a few degrees only to one side or the other. A fast-slow test in two halves produced a real tortoise progress by Captain J. G. Searle, who took 2 minutes 26 seconds to cover a few feet. *Eppur si muove!* Brake and triple restart tests were followed by a downhill reverse and roll, then there were fun and games with a triangle manoeuvre. Most picturesque of the tests was perhaps the traditional wiggle-wobble in and out of the barrels, best performance being that of A. Warren, fast and steady in a 1950 1½-litre. One of the later tests, a complicated business of reversing in and out, caused the failure of fifteen competitors, and was notable for the great disparity in times between the slowest 74.2 sec and fastest time (26.6 sec — Captain Searle).

The big Riley 2½-litres were interesting to watch in these agility tests. They are not light, and never jumped off the mark, but the great acceleration seemed to cut in suddenly once the car was moving. Fastest fourteen times were recorded by six 2½-litres, six 1½-litres and a couple of the old Nines.

RESULTS

R. James Cup, 1949 2½-litre roadster (Capt. J. G. Searle): R. G. Porter Cup, 1950 1½-litre saloon (A. P. Warren). Visitor Riley Cup (Powers), 1951 2 h.p. (D. E. Todd). Gentry Life Cup (on age formula), 1954 3 h.p. Monaghan (J. V. Lewis). Riley Memorial Trophy (ladies): 1949 1½-litre (Mrs. O. I. Johnson).
First-class awards: R. D. Dutteridge, W. I. Robertson, Kent, E. J. Pettit, J. Williamson, A. Purral, W. I. Williamson. **Second-class awards:** C. A. Pike, R. A. Thomas, C. C. Lanyon, L. A. Coaker, R. Dute, R. A. S. Martin, S. L. Hughes.



What if it hasn't got any doors? J. P. Ferry entering his Bugatti Alfa (Bugatti chassis, 1,750 c.c. Alfa engine) during the last test in last Sunday's V.S.C.C. Bisley Rally.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I.Mech.E., M.S.A.E

LAST week saw the meeting, in Brussels, of the Commission Sportive International of the Federation International Automobile—or, more succinctly, the C.S.I. of the F.I.A.—to discuss the Grand Prix formula for the next period, commencing in January, 1954. The countries represented were America, Belgium, France, Germany, Great Britain, Holland, Italy, Luxembourg, Portugal, Sweden and Switzerland; our representative was Earl Howe, who went prepared to vote for the continuance of the existing formula 1, or, in other words, for the retention of the capacity limitations of 1½-litres supercharged and 4½-litres unsupercharged.

However, by a majority vote, the final recommendation of the Commission was that the new formula should again be on a capacity basis, with no restrictions on weight or fuel, but that the maximum sizes should in future be 2½-litres unsupercharged or 750 c.c. supercharged; in fact, something between the existing formulae 1 and 2. It was also agreed that the minimum distance for a Grand Prix race should henceforth be 200 kilometres, or roughly 125 miles. A sub-committee, consisting of technical representatives of France, Germany, Great Britain and Italy, has been set up to consider the possibility of a formula not embracing capacity restriction, to enable cars powered by gas turbines to compete with the piston-engined variety.

This recommendation, of course, has to be ratified by the main body of the F.I.A. at the next meeting in October; and as the C.S.I. hold a short preliminary meeting at the same time, the recommendation may quite easily be modified, so that this is not necessarily the final answer. But it opens up a host of interesting speculations as to who might enter G.P. racing, and with what engine!

THE President Peron G.P. at Buenos Aires resulted in a victory for Gonzalez in a Ferrari (presumably the supercharged 2-litre which raced over there last season), who beat the Mercedes-

Benz 3-litres on their first post-war appearance. Lang and Fangio, with two of the latter cars, were second and third respectively.

Interesting, this; but until the full story is told I am not going to jump to wild conclusions about the superiority of one car over another. More later, no doubt.

THE course for this year's Mille Miglia, to be run on April 29, shows no extensive change from last year, but the regulations governing the vehicles eligible are modified in important respects. The sports category, which usually produces the outright winner, is sub-divided into classes for 750, 1,100,

2,000 and over 2,000 c.c. There is, secondly, a new group for fast closed and convertible cars, with the same subdivisions as above. These must be normal catalogue production vehicles with properly finished coachwork and must have been made since 1944, and at least thirty chassis must have been constructed. There are no special restrictions on coachwork except that it must comply with Annex C of the international sporting code. This represents a simplification of the *Gran Turismo* category introduced last year, and should produce strong competition between vehicles like Ferrari, Alfa Romeo, Jaguar, Healey, Cisitalia, Lancia, Fiat, and suchlike. In addition to class awards, special prizes will be given for the best vehicles from 1,100 to 1,500 c.c. and from 2,000 to 3,000 c.c.

Finally, an important innovation is the new category for everyday touring cars, with standard coachwork built by the manufacturers. No modifications are allowed in this class and at least 250 must have been made. Entries are sub-divided into classes for 750, 1,100, 1,500 and over 1,500 c.c. Fuel for all categories is 80 octane.

The course is modified by elimination of the Ravenna-Rimini section and the inclusion of Forlì and Cesena. After Rome the course returns to the old route to Siena and Florence over the Radicofani Pass.

THE new formula for trials marking, adopted by the West Hants and Dorset club for their Hartwell Cup trial, seems to have distinct possibilities; this brings the weight distribution of the car into play in determining the final marking. The only snag, which duly appeared, is that should the course not be too difficult, a factor which is usually determined by the prevailing weather conditions, a number of cars will gain maximum marks, and the least special of these will then win by virtue of its weight distribution. This is a little hard on the others, who, after all, could not do more than get round with a clean sheet. The answer is obviously that the course must be sufficiently sticky to ensure that few, if any,

MAN AT THE WHEEL

Kenneth McAlpine

The name of K. McAlpine first began to appear in the entry lists of British speed events soon after the recent war, in company with a 2.9-litre supercharged Maserati. Not many racing drivers have commenced their career in comparably powerful and difficult cars, and Kenneth's subsequent record as a fast, safe and competent driver speaks volumes for his innate ability and restraint.

This Maserati was originally the property of Earl Howe; subsequently, it was joined in the McAlpine stable by the more famous similar car previously raced by Whitney Straight and Bira, and it is with this latter car that Kenneth has been most frequently seen in action. With it he has competed in nearly all the principal speed trials and hill-climbs in this country, as well as some circuit races, and still holds the record for the Weston-super-Mare speed trial course. Later still, he made a virtual corner in the British stock of these cars by acquiring the example previously owned by Count Villapaderna and "Taso" Mathieson.

Thirty-two years of age, quiet and unassuming, Kenneth is prevented from making racing more than a spare time job by his



work as an active partner in the famous family business of constructional engineers. However, his enthusiasm has led him to act as "le Patron" to the Connaught sports and racing car project, and he takes an active part in the development and racing of these cars. This year he will be seen at the wheel of the new single-seater Connaught formula 2 car, which he drove at its competition debut at the Castle Combe race meeting last October. During the winter he competes in reliability trials; in previous years his mount has been an Allard, but at present he has turned his attentions to the field of motor cycle trials with both B.S.A. and Matchless machines.

THE SPORT

of the entrants can preserve a clean record; only then does the formula operate fairly to all concerned. But it does seem, from the results of this first experiment, that a method may have been found of equalizing the chances of very different types of car in one event.

THIS year, the Empire Trophy race and the Manx Cup race, organized by the B.R.D.C. and run in the Isle of Man, will be substantially changed from the previous events of the same names. The Empire Trophy will be a sports car race, for cars in Le Mans trim, while the Manx Cup will be a formula libre racing car event, which will thus give owners of E.R.s, Alfa Romeos, Bugattis and the larger Maseratis a chance to exercise their cars in a real road race. There will, however, be special awards in this latter race for cars of up to 2,500 c.c. unblown and 1,100 c.c. blown, the previous capacity limits for the race, so that nobody will feel out of the party.

THE annual dinner and dance of the Leicestershire C.C., held at the Bell Hotel on Wednesday of last week, was a notably cheerful function, attended by the Lord Mayor of Leicester (Alderman F. E. Oliver), the Chief Constables of both city and county, and a total of well over 250 members and their guests. Speeches,

kept firmly short in length, were made by the Lord Mayor, the president (H. E. Sawford), F. J. Payne and the Chief Constable of the city (O. J. B. Cole); dancing then occupied the attentions of the assembly until an early hour, with a ceremonious interval for the distribution of the year's awards.

AMONG the most cheerful duties of the president of a club is that of taking the chair at the annual dinner and presenting the trophies to the proud winners of the year's events. Last Saturday was therefore a pleasant day for me, when I did the honours in this way for the A.C. Owners' Club at the Casino Hotel on Taggs Island. In every way a pleasant and informal party, the dinner was a great success, and—although there was no real speechmaking—a deserved tribute was paid by Basil Martin to the work done by the indefatigable secretary, George Grigs, who was unfortunately prevented by illness in his family from being present. J. A. C.

CLUB NEWS

M.G. Car Club (Midland).—There were thirty-one starters in "Operation Sleuth," which was run on Sunday, February 11, through almost continuous rain, and occasional snow and fog. First prize went to R. G. Hughes, who lost 110 marks.

M.C.C.—The annual pilgrimage to Land's End will be made by "motor cycles, sidecars, three-wheeled cycle cars and cars of any category" on March 23 and 24, when the M.C.C. will be running their Land's End Trial. Competitors may select their own routes from the starting point (there will be three, London, Stratford-on-Avon and Plymouth) to Taunton, and there will be controls at Taunton (breakfast), Bude (lunch), and Perranporth (tea). Entries close on Wednesday, February 28, and should be sent to J. A. Masters, 26, Bloomsbury Way, London, W.C.1.

Mid-Cheshire C.C.—It has been decided to hold a club night on the last Friday of each month; venue will be the White Barn Hotel, Cuddington, and film shows, talks, motorizing entertainments and "get-togethers" will be organized to exchange views and ideas. First meeting will be tonight, February 23.

Leicestershire C.C.—Regulations for the Brewett Trophy Trial are now published. The course will be of a sporting nature, approximately thirty miles in length, and competitors will proceed en bloc under the supervision of marshals. Start will be at 12 noon, from Brewetts Garage, Dover Street, on Sunday, February 25.

Maidstone and Mid-Kent M.C.—Winner of the Tyrwhitt-Drake Trophy in the trial of that name run on February 11, was M. Lawson, driving the 1,172 Lotus, with no marks lost. Next club event will be a film show and supper, at the Tudor House, Bearted, Kent, at 7.30 p.m. on March 5.

Liverpool M.C.—The Jeans Gold Cup Trial will be run this year over a sporting 65-mile course in the north of Lancashire, starting from the Bayley Arms, Hurst Green, near Longridge, at 10 a.m. on March 4. The Lancashire, Sheffield and Hallamshire, M.G. (N.W.), Wirral Hundred, Lancashire and Cheshire, Yorkshire Sporting, and Midland Motoring Enthusiasts' clubs have been invited to compete. Entries (before February 24) to Mrs. V. M. Rankin, 7, Churston Road, Liverpool, 15.

Leeds University Union M.C.—With two unsuspecting sheep making "each particular hair to stand on end, like quills upon the fretful porpoentine" of two marshals' frozen heads in the vicinity of Otley, another two unfortunates who remembered their electric

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COMING SHORTLY

- FEBRUARY 23.—Berkhamsted M.C. Club meeting, King's Arms, Berkhamsted.
24.—Lancs M.C. Film show and social evening, George Hotel, Dorchester-on-Thames, 6 p.m.
25.—Midlands M.E.C. Route finding competition, starting at The Talbot, Harlebury, 2.30 p.m.
25.—M.C.C. Opening run, Commonwood House Country Club, near Sarat, Hertfordshire, 2 p.m.
25.—Nottingham S.C.C. Pilkington Trophy Trial, starting from the Pleasance Yacht Club car park, Wilford Road, West Bridgford, 2 p.m.
25.—Cerman M.C. Kent Cup Trial, starting from the Spring Tavern, Wrotham Heath, Kent, 2 p.m.
25.—Coventry and Warwickshire M.C. Spring Car Trial, starting Baginton Oak Hotel, Baginton, near Coventry, 10 a.m.
25.—Leicestershire C.C. Brewett Trophy trial, starting Brewetts Garage, Dover Street, Leicester, 12 noon.
25.—Stockport M.C. Mixed route rally, starting Town Hall, Stockport, 2 p.m.
25.—N. London Enthusiasts C.C. Trial, starting from Haringfordbury, nr. Hertford at 10 a.m.
25.—N. Midland M.C. Kitching Trophy Trial starting from Eagle Hotel, Buxton, 11 a.m.
26.—Leicestershire C.C. Talk by Mr. N. R. Chandler on the "Early History and Development of the Motor Car," with slides. Airman's Rest, nr. Desford, 8 p.m.
28.—A.C. Owners Club, Club gathering, Royal George, Bristol Gardens, Maida Vale, London, W.9, from 7.30 p.m.
MARCH 3.—Bristol M.C. and L.C.C. Half-day Sporting Trial (altered from March 10).
3.—Scottish S.C.C. Annual general meeting, the Green Rooms, Royal Scottish A.C., Blythswood Square, Glasgow, 3 p.m.
3-4.—N. Staffs M.C. Burnham-on-Sea Rally.
4.—Shenstone and D.C.C. Shenstone Cup and Trophy Trial.
4.—Liverpool M.C. Jeans Gold Cup Trial, starting from the Bayley Arms Hotel, Hurst Green, near Longridge, Lancashire, 10 a.m.
4.—Hants and Berks M.C. Blackwater Trial, starting from the New Inn, Eversley, 12.30 p.m.
4.—Alvis D.C. Meeting, Swan Hotel, Tenbury, Worcestershire.
5.—Maidstone and Mid-Kent M.C. Film show and supper, Tudor House, Bearted, Kent, 7.30 p.m.
18-18.—Geneva Show.



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1949 Triumph 2,000 Roadster, 10,000 miles.....	£995
1948 Armstrong Siddley Typhoon, 14,000 miles.....	£1,195
1948 Armstrong Hurricane coupe, 16,000 miles.....	£1,095
1947 Riley, 1½ saloon.....	£1,050
1948 Triumph 1800 saloon, 7,000 miles.....	£1,150
1946 Humber Hawk saloon.....	£850
1941 Wolseley 12 saloon.....	£685

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CLUB NEWS

continued

flying suits but not the accumulators, others who translated map references back to front, a competitor "mistified" by frosted glasses, a banquet (and consequently the digestions) of marshals disrupted by the untimely arrival of competitors between and during the courses, and a marshal able to remove his cap only when his hands had been forcibly thawed, the night navigation rally on January 27-28 was not without incident. From fifty-five starters a gallant forty-three attained the finish at the Rose Dene Café, Leeds, after driving the course of a hundred miles through the West Riding. Winner was A. Rayner, driving a Ford Pilot; runner-up, M. Tordoff's Sunbeam-Talbot, and third and fourth places were taken by the Austin Seven of G. Gass, and N. Jackson's Wolseley.

Nottingham S.C.C.—George Monkhouse will be giving a film show at the Y.W.C.A., Nottingham, at 7.30 p.m. on March 7.

Start of the Pilkington Trophy Trial, to be run on February 25, will be from the Plaisance Yacht Club Car Park, Wilford Road, West Bridgford, at 2 p.m., and the course will be approximately seventy miles with a scheduled average of 23 m.p.h., observed sections and special tests. All enquiries to H. G. Holt, 14, Upper College Street, Nottingham.

Herts County A. and A.C.—The Winter Cup Trial, run on February 4 over a fifty-mile course in the Chilterns, will long be remembered by the competitors and marshals for the pouring rain and gale that persisted

all through the day. On three of the hills—Beacon, Cockshoos and Hunsdridge—the rain washed all the usual coating of mud completely away, resulting in very few failures. Not so on Cadsden, however, where a fallen tree made an already difficult section almost unclimbable, the proud exceptions being Pentony (Cyclops), Appleton (Appleton) and Smith (Bartlett), who retained clean sheets to the finish, where a special test gained first place for Pentony. **Result.**—Premier award: Cyclops (G. Pentony). **Member's award:** Bartlett Spl. (J. C. Smith). **1,500 c.c. award:** Appleton Spl. (J. H. Appleton). **First-class awards:** Butler Spl. (R. Butler); R.B.W. (R. Richards); Ford Spl. (V. S. A. Biggs); Price Spl. (D. W. Price). **Second-class awards:** Ford Spl. (G. Pettit); Allard (S. S. Turner); Dellow (G. Hancock); Overton Spl. (N. H. Overton).

Coventry and Warwickshire M.C.—Starting from the Baginton Oak Hotel, Baginton, near Coventry, at 10 a.m., the Spring Car Trial, for club members only, will be run on February 25.

Bristol M.C. and L.C.C.—There were fourteen starters in the Full Moon Cup Trial on February 10, whose excellent course with its mud and leaf-mould sections allowed none to finish with a clean sheet. K. E. O. Burgess, with the Burgess Special, won the Full Moon Cup on points, while first-class awards went to: Parker Spl. (L. Parker); Radford (P. Radford). **Second-class awards:** Robros (H. E. Robros); M.G. (G. Best).

IN BRIEF

The price of Woodhead-Monroe dampers and conversion brackets has been raised five per cent.

Mr. A. T. Sidwell has joined the Car Collection Co., Ltd., of 7, Kendall Place, Baker Street, London, W.1, as general manager. He was previously with Rootes, Ltd. for 19 years and subsequently with Nuffield Acceptances, Ltd.

The next event in the evening series on automobile engineering practice, held at the Gravesend Technical College, will be on Wednesday, February 28, when a film called *If the Cap Fits* will be shown, followed by a discussion. The film has been made by the Vauxhall company.

Austin service weeks for 1951 will be held as follows: April 23-28, H.T.P. Motors, Ltd., Truro, Cornwall; May 21-26, Castle Garage (York), Ltd., Tower Street, York; June 11-16, Mann Egerton and Co., Ltd., 5, Prince of Wales Road,

Norwich; July 23-28, S. and W. Motors, Ltd., Austin House, Abingdon Street, Northampton; August 27-September 1, Murray and Charleton, Ltd., College Avenue, Newcastle-upon-Tyne; September 24-29, Haig's Motor Co., Ltd., Austin House, Granada Road, Southsea; and November 5-10, The Car Mart, Ltd., Welsh Harp, Edgware Road, London, N.W.9.

As part of a campaign to ensure good service in the U.S.A. for Rootes Group cars, a special demonstration vehicle is starting a tour of the west coast cities. It carries a large variety of lecturing equipment including a cut-away Minx engine and similar exhibits.

Mr. J. T. G. Milne has been appointed general sales manager of S. Smith and Sons (Radiomobile), Ltd., 179-185, Great Portland Street, London, W.1. His predecessor, Mr. P. Blair, was made general manager in August, 1949.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15752.—1938 1½-litre M.G.
"J. R. G."—All possible information and a handbook for VA-type, also advice on rebuilding after a crash.

No. 15753.—1934 B.S.A. Ten
"R. C. H."—General information and handbook for fluid flywheel model.

No. 15754.—1937 Wolseley Fourteen
"J. C. C."—Hints on fuel economy, also a handbook.

No. 15755.—1935 Wolseley Hornet
"H. C. A."—General information, maintenance hints and tips, advice on rebuilding for hill-climb events, and a handbook.

No. 15756.—Spares List
"J. B. C."—1934 Wolseley Nine.

No. 15757.—1935 Vauxhall Fourteen
"A. R. S."—General information, particularly as to front suspension, and a handbook.

No. 15758.—1937 12½ h.p. Renault
"G. J. D."—Fuel consumption, maintenance hints and tips, also a handbook.

No. 15759.—Handbooks Required
"R. P. G."—1935 9.53 h.p. Triumph.
"C. W. G."—1931-32 12 h.p. Wolseley Hornet.
"A. N. S."—1938 Opel Cadet.
"G. T. R."—1935 Alvis Silver Eagle.
"G. L. G."—1932 Morris Cowley.
"C. C. L."—1934 Hillman Minx.
"A. H. A."—1939 Austin Seven.
"S. R. B."—1½-litre M.G.
"R. D."—1935 Vauxhall Fourteen.
"E. B."—1939 Series III Morris Fourteen-Six.
"T. F. S."—1934 Riley Twelve.
"S. G."—1936 Standard Nine.
"J. W."—1934 Singer Nine.
"D. A. S."—1927-30 Singer Junior.
"G. W. M."—1933 12-cylinder M.G. Midget.
"D. C."—1932 12-70 h.p. M.G. Magna.
"M. A. R."—1935 10 h.p. Wolseley Wasp.
"P. R."—1938 Talbot Ten.
"R. A. B."—1936 Standard Twelve.
"K. W."—1932 Wolseley Twelve Six.
"P. L. S."—1933 Riley Nine Monaco.
"L. E. C."—1938 14 h.p. Armstrong Siddley.
"S. K."—1928-30 20 h.p. Rolls-Royce and 1930-31 20-25 h.p. Rolls-Royce.

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- 1949 **DAIMLER** Drophead Coupe, Black, Green leather, Fawn Hood, 5,000 miles.
- 1949 **HILLMAN** Minx 10 h.p. Saloon, Pastel Green, Brown leather, 9,000 miles.
- 1949 **HILLMAN** Minx latest model Saloon, Dove Grey, Red leather, 6,000 miles.
- 1949 **HUMBER** Hawk 14 h.p. Saloon, Bronze, Red leather, 12,000 miles.
- 1949 **HUMBER** Super Snipe 27 h.p. Saloon, Black, Brown leather, 7,000 miles.
- 1950 **HUMBER** "Imperial" 27 h.p. Saloon, Black, Beige leather, 2,000 miles.
- 1949 **JAGUAR** 1½-litre Saloon, Green, Green leather, 8,000 miles.
- 1950 **M.G.** 1½-litre Saloon, Maroon, Beige leather, 4,000 miles.
- 1949 **MORRIS** "Minor" Tourer, Black, Beige leather, 5,000 miles.
- 1949 (1950 Series) **MORRIS** "Oxford" Saloon, Black, Brown leather, 3,000 miles.
- 1949 **MORRIS** "Six" Saloon, Black, Beige leather, 5,000 miles.
- 1950 **RILEY** 1½-litre Saloon, Black, Brown leather, 6,000 miles.
- 1949 **ROVER** "75" P.3 Sports Saloon, Grey, Green leather, 8,000 miles.
- 1949 **ROVER** "75" P.4 Saloon, Black, Green leather, 7,000 miles.
- 1949 **SUNBEAM-TALBOT** "90" Saloon, Black, Beige leather, 12,000 miles.
- 1950 **SUNBEAM-TALBOT** "80" Saloon, Grey, Grey leather, 4,000 miles.
- 1949 **TRIUMPH** "2000" R.E. Saloon, Gunmetal Grey, Grey leather, 7,000 miles.
- 1950 **VAUXHALL** "Velox" Saloon, Grey, Red leather, 7,000 miles.
- 1950 **WOLSELEY** "Six Eighty" Saloon, Black, Brown leather, 3,000 miles.
- 1949 **VAUXHALL** "Velox" Saloon, Blue, Grey leather, 5,000 miles.
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1949 DODGE Coronet saloon, blue, automatic gear box	£800
1939 DAIMLER 2½ saloon, black. 6,000 miles	£765
1949 MORRIS Minor. Romain-Green. 6,000 miles	£695
1949 M.G. T.C. , black/green. 5,000 miles	£695
1949 M.G. T.C. , cream. 11,000 miles	
1939 CHRYSLER saloon, 24 h.p., black	
1950 FORD 8, beige, 3,000 miles	

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1950 JAGUAR 3½-litre Saloon. 3,000 miles	£1,995
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1950 JAGUAR Mk. V 3½-litre Saloon. 10,000 miles	£1,875
1950 RILEY 1½-litre Saloon. 5,000 miles	£1,645
1950 VAUXHALL Wyvern Saloon. 6,000 miles	£1,650
1950 STANDARD Vanguard Saloon. 4,700 miles	£1,195
1949 AUSTIN Sheerline Saloon. 13,000 miles	£1,050
1949 HUMBER Hawk Saloon. 5,000 miles	£1,495
1949 MORRIS Oxford Saloon, 1950 model. 4,000 miles	£1,125
1949 TRIUMPH 3000 Saloon, radio and heater. 8,000 miles	£1,295
1949 VAUXHALL Velox Saloon, 1950 model. 5,000 miles	£1,085
1948 CHEVROLET Fleetmaster Saloon, L.H.D. 22,000 miles	£1,495
1948 RILEY 1½-litre Saloon. 10,000 miles	£1,375
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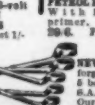
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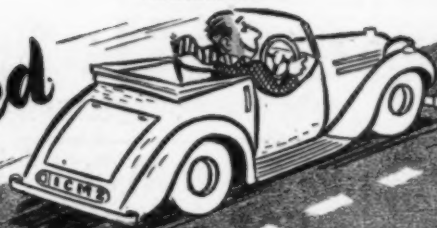
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1949	Ford Prefect saloon...	£775
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1937	HILLMAN 10 saloon de luxe	£255
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1939	MORRIS 8 tourer, as new	£425
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1946 AUSTIN 10 saloon. One owner	6670
1945 STANDARD 8 sal. Exceptional cond.	8445
1940 WOLSELEY 14, radio. Reconditioned	5575
1939 OLDSMOBILE sal. Immac. Many extras	5495
1938 WOLSELEY 18 sal. radio. Superb cond.	5495
1937 MORRIS 12 sal. Very sound	5385
1935 WOLSELEY 14 sal. rec'd V. sound	5305
1935 DAIMLER 16 Sports sal. Swept back body. A beautiful car	6345
1934 VAUXHALL d/h Coupe. One owner. Under 50,000. Really surprising order in every way	6275

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1948 Chrysler first registered 1949
Windsor saloon, 9,000 miles, guaranteed as new.

Cadillac 4-door saloon, 1949 model complete with Hydromatic drive, heater, radio, defroster, white wall tyres, one owner, guaranteed mileage 11,000. This car is maroon with cloth upholstery, it is truly magnificent and absolutely as new.

1947 Buick 51 Super, 18,000 miles only, 4-door saloon, green, all extras, magnificent car, as new.

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1950 HILLMAN Minx saloon de luxe.....	5950
1947 RILEY 1½-litre saloon de luxe.....	5895
1946 FORD Prefect saloon de luxe.....	5565
1942 HILLMAN 10 h.p. saloon de luxe.....	2465
1940 ROVER 10 saloon de luxe.....	5825
1940 LANCASTER 14 saloon de luxe.....	6750
1939 VAUXHALL 12 saloon de luxe.....	5445
1939 JAGUAR 1½-litre saloon de luxe.....	6610
1939 JAGUAR 1½-litre saloon de luxe.....	5575
1938 TALBOT 3 litre saloon.....	5595
1935 M.G. T.A. 3-seater, supercharged.....	5410
1935 AUSTIN 10 7 saloon de luxe.....	5295
1937 LANCASTER 14 h.p. sports saloon.....	5525
1937 reg BUGATTI type 43, 2.3-litre, supercharged, 2-stroke, 4-seater.....	6475
1937 AUSTIN 10 h.p. tourer.....	5320
1936 WOLSELEY 14 h.p. saloon de luxe.....	5210
1936 AUSTIN 10 h.p. saloon de luxe.....	5320
1935 MORRIS 8 h.p. saloon de luxe.....	5195

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1948 Ford Prefect 4-door saloon (leather).....	£650
1948 Vauxhall 14 4-dr. de Luxe sal. (steel's'd).....	£396
1948 M.G. T.A. sports 2-seater.....	£425
1948 Austin A40 Devon sal., radio & heater.....	£595
1948 Morris 8 4-door de Luxe saloon.....	£545
1947 Morris 8 2-door de Luxe saloon, radio.....	£260
1947 Austin 7 Ruby saloon (choice of two).....	£245
1947 Ford 8 2-door saloon.....	£295
1948 Hillman Minx 4-door de Luxe saloon.....	£395
1948 (Oct.) Standard 8 4-seater tourer.....	£445

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SELECTED GUARANTEED USED CARS

1949 AUSTIN A40 Devon saloon, steel.....	£675
1949 4½-litre BEETLE sports 2-seater.....	£575
1949 Light 20 DAIMLER saloon, black.....	£575
1949 FORD Prefect saloon, green.....	£775
1949 HILLMAN Minx saloon, black.....	£775
1949 HILLMAN Minx drophead coupe, black.....	£750
1949 HILLMAN Minx drophead coupe, black.....	£675
1949 HUMBER Super Skipe, black.....	£575
1949 HUMBER Super Skipe saloon, grey, radio.....	£985
1949 RILEY 1½-litre saloon, black.....	£1,155
1949 ROYAL 10 tourer, black-green leather.....	£850
1949 SUNBEAM-TALBOT Tourer, grey.....	£825
1949 VAUXHALL 12 saloon, black.....	£775

*Full particulars from

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1949 Hillman Minx saloon, grey, excellent road.....	£425
1948 Daimler Super Skipe, bla. with brown leather upholstery.....	£675
1947 Jaguar, 1½-litre saloon, grey with brown leather upholstery.....	£425
1949 Riley 2 saloon, black.....	£425
1947 Standard 12 saloon, black.....	£395
1948 Standard 12 4 dr coupe, impeccable condition.....	£750
1948 Sunbeam Talbot 10 h.p. saloon, black with brown upholstery.....	£885

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1939 Singer Bantam Saloon.....	£395 0 0
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1937 Austin 10 h.p. Saloon.....	£395 0 0
or 30 monthly instalments of.....	£16 18 7
1936 Singer 9 h.p. Saloon.....	£355 0 0
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1935 Morris 8 h.p. Saloon.....	£265 0 0
or 30 monthly instalments of.....	£10 13 0
1934 Morris 12 h.p. Saloon.....	£195 0 0
or 30 monthly instalments of.....	£6 9 0

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THE 400 COUPE IS WORLD RENOWNED FOR

Its Roomy interior—its Safety—its Economy—its Outstanding Performance—its Graceful and Modern Lines. If you are interested in this car we would invite you to write for a detailed price list describing our selection of over 20 models in a wide range of colour schemes to choose from. We will also send you a copy of "The Autocar" road test of the pre-war models and particulars of hire-purchase terms. All secondhand Fiats sold by us carry three months' written guarantee.

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Below are given a few examples from the 200 proved cars in our stock

1937 STANDARD 12 saloon.....	£295
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1933 AUSTIN 10 saloon.....	£425
1933 AUSTIN 12 saloon.....	£450
1932 HILLMAN Minx Coupe.....	£425
1932 VAUXHALL 12 saloon.....	£425
1932 VAUXHALL 14 saloon.....	£535
1931 LANCHESTER Road Rider saloon.....	£595
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*Would appreciate the
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They invite you to take advantage of a

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297, Euston Road, London, N.W.1.
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150, Park Lane, London, W.1.
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I am considering disposing of my :—

.....H.P. Make.....Body Type.....

Mileage.....Number of Owners.....

Date of first registration.....

Name.....

Address.....

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THIS DOES NOT PLACE ME UNDER ANY OBLIGATION TO SELL.

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PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

IMPORTANT NOTICE

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN
1946 (October) Austin 10, very good condition; £245.—Below.
1934 Austin 10 tourer, good condition; £145.—Below.
1947 Austin 10 saloon, guaranteed small mileage; 6,000.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mat. 1827. (15022)
£385—1938 Austin 10 de luxe saloon, black, red leather, good tyres, taxed, 12,000 miles. (12947)
TIMMIS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3582-4.
1946 Austin 10 saloon, black, brown leather, very good condition throughout; £450.
FERRARI'S OF CRICKLEWOOD, Ltd. 200-220 Cricklewood Broadway, N.W.3. Gls. 2254. (4760)
1945 Austin 10 saloon, black, excellent condition throughout; £550.—Haskins, Ledbrooke 1155-1156.
£475—1939 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition throughout.
MAXIN & HARRISON (MOTORS), 412-4, High Rd., Chiswick, Chiswick 0558-2012.
£350—Austin 10 1937 4-door saloon, leather interior, sliding door, an excellent car mechanically, many other.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park Road, Open Mon. to Sat. 6-6 (50 yards Holland Park Tube). (4262)
1946 Austin 10 saloon, blue, speed reading 24,000 miles. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0001. (15044)
1947 Austin 10 saloons, choice of two; also 1946 Austin 10 saloon, 3 months' guarantee.
J. R. Inwards, Ltd., High St., Reading 533-5. (4075)
1936 Austin 10 Sherborne saloon de luxe, very good condition, taxed, £265.—Garage Service Co., Broom Lane, Couders Green, N.W.11. Speedwell 3400. (4697)
1939 Austin 10 saloon, one owner exceptionally good condition throughout, £435.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 9004. (15044)
1935 Austin 10 tourer, mileage 55,000, private owner, 100% mechanical condition, new tyres, sound, reliable, car, good hood, curtains, etc.—Putney 9635 after 5.
1940 Austin 10 sun saloon, black, perfect condition throughout, no wear, business and pleasure, bargain, £465.—M.B. Motors, 356, New Church Rd., London, E.4. Tideway 3779. (4408)
CEDARS GARAGE—All our used cars are carefully selected, tested and overhauled in our workshops before being offered for sale with a 3 months' written guarantee and 3 free after-sales service.
1936 Austin 10 Sherborne, 16,000 miles from new, black with brown hide, no adjective can describe this vehicle.
CEDARS GARAGE, Lee Terrace, Levensham. Lee Green 2201.
265 gns.—Austin 10, 1937, Cambridge de luxe 4-door Austin 10 saloon, black, brown leather, terms, exchanges; has open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (4671)

Austin Ten Cars Wanted

C
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212.
I REQUIRE post-war Austin 10 urgently.—N. J. stall Rd., S.W.2. Tulse Hill 1208 (day). (10734)
ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St., (Hampstead Tube). (15030)
CASH buyers of low mileage Austin 10s; distance no object.—Hastons, Lord St., Southampton. (10735)
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (10636)

AUSTIN A40

C
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212.
OVERSEAS CARS, Ltd.
1949 Austin A40, grey, 6,332 miles; £375. For other terms see page 7.
OVERSEAS CARS, Ltd., 237, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (4509)
HAROLD RADFORD & Co., Ltd.
1950 (Jan.) Austin A40 Countryman, folding rear seat, 120 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, E.W.7. Tel. Kensington 6642 (5 lines). (15030)
PHILIP RICKARDS, Ltd., offer:
1949 Austin A40 saloon, blue, 6,000 miles, perfect.—3, Brick St., Park Lane, London. (4677)
PHILIP RICKARDS, Ltd., offer:
1949 Austin A40 Countryman, green, 10,000 miles. Overwood 4772-3.
1949 Austin A40 saloon, grey with beige leather upholstery, heater, 13,000 miles; £250.
1950 Austin A40 pick-up truck, blue, heater, 7,600 miles. £250.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yards north of Tully Corner). Hillside 0024. (4234)
1949 Austin A40, 10,000 miles; £195.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Mendway 2258.
AUSTIN A40 saloon with sunshine roof, beige colour, beautiful condition except chassis.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6077-8. (4034)

AUSTIN A40
1949 (Sept.) A40, 8729, as new; unrepresentative; £245.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (12628)
1949 (March) Austin A40 Dorset saloon, one owner, colour blue with blue leather upholstery, nice condition. £705.—Dorset's Garage, 134, West Hill, Putney, S.W.18. Putney 0996. (4734)
1949 Austin Devon saloon, in nice condition throughout, mileage 20,000, finished in black and stone, taxed, a really reliable car; any trial welcome; £246.—Tel. Richmond 1972. (4767)
TANKARD & SMITH, Ltd., offer 1948 Austin A40 Dorset saloon in sage green with beige leather, 15,000 miles only, one owner since new; £275, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Fitzma 6201-5. (4511)

Austin A40 Cars Wanted

T
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E
C
A
R MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN HOUSE, 297, Euston Road, London, N.W.1.
TEL:PHONE: Euston 1212.
I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.2. Tulse Hill 2706 (day). (10723)
A40 car wanted.—MAC, 12, Bramblewood Rd., Wallington, Surrey 6397. (12094)
ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St., (Hampstead Tube). Room 6041.
A 40, low or mod. mileage wanted; offer Morris Minor A 1949, plus lot price difference.—Waysbury 51.
MIDDLESEX MOTORS, Ltd., Station Rd., Harrow, want to purchase Austin A40 saloons.—Tel. Harrow 0023.
CASH buyers of low mileage Austin A40s; distance no object.—Hastons, Lord St., Southampton. (10735)
AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10th saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. (10704)
HINTER MOTORS, Ltd., wish to purchase 3 covenant-free Austin A40 cars, low mileage. Write in first instance stating particulars, price, etc., to: Hend Office, 97, Stoke Newington Rd., N.16. (4455)

AUSTIN TWELVE

£290—Austin 12 de Acot 1936 saloon.—61, High View, Putney. (4752)
145 gns.—Austin Heavy 12 1/4 saloon, excellent condition.—Automips, 5, Balham High Rd., Balham 1509.
GOLDERS GREEN—H. A. Saunders, Ltd., Golders Green. 1937 Austin 12 1/4 saloon, black/green, Speedwell 0011.
1936 Austin 12 1/4 saloon, engine excellent condition, rebored, new batteries; £380.—Bexenhams 4526.
1937 Austin 12 de luxe saloon, excellent condition, bargain, £345.—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4735.
1937 12 1/4 black, blue leather, good mechanical condition, clean interior; £290.—Pomfretts, 151, High St., Teddington, Kingston 5617.
REALLY beautiful Austin 12 1/4 with reported 17,000 A miles, first registered 1934, £250; also a good Austin 16 at £25.—Boys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. (4736)
1939 Austin 12 black/red leather, just fitted reconditioned engine, an absolute specimen car, 449, Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725-5670. (2877)

Austin Twelve Cars Wanted

C
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212.
CASH buyers of low mileage Austin 12s; distance no object.—Hastons, Lord St., Southampton. (10735)
ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St., (Hampstead Tube). (15030)
1937—S-9 Austin 12 saloons and limousines available.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2501-2. (10704)
RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). (10636)
AUSTIN FOURTEEN
£395—1938 Austin Goodwood de luxe saloon, magnificent bodywork, excellent interior, mechanically 100%, 3 months' guarantee, hire purchase, exchanges.—Lane of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (4777)

AUSTIN SIXTEEN

C
A
R MART, Ltd.
LONDON distributors.
1948 Austin 16 saloon, 22,000 miles; £1,065.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.
FOR sale, Austin 16, 1946, black, mileage 26,000, £750.—A.S. 8676. (4275)
1947 Austin 16 saloon, 1 owner, low mileage, superb bodywork, condition as new, £850.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (4372)

AUSTIN SIXTEEN

C
HARLES POLLETT, Ltd., offer:
1947 Austin 16 saloon, black, brown leather, one owner, heater, chrome wheel discs, superb condition, guaranteed, £275.
18 Bersey St., W.1. May. 6366.
SERVICE Works and Stores, 13, Wellesley Ave., W.9. Riv 1415. (4066)
1948 Austin 16 saloon, black with brown leather interior, guaranteed, £275.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yards north of Tully Corner). Hillside 0024. (4234)
1937 Austin 16 saloon; £325.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. (4615)
1949 series Austin 16 saloon, radio and heater—Autovox (Winchester), Ltd., Tel. Winchester 4534/4505. (4396)
1947 Austin 16, black, brown leather; £390.—Vineyard Motor Co., Ltd., 28, Richmond Hill, Riv 1178-9. (15418)
GOLDERS Green—H. A. Saunders, Ltd., Golders Green. 1947 Austin 16 S.N. saloon, black, 17,000 miles, Speedwell 0011.
1948 Austin 16 saloon, black, brown leather upholstery, one owner only since new and an excellent car, written guarantee, £275.
TANKARD & SMITH, Ltd., 226 High Rd., S. Tottenham. Tel. 3822-3.
GOLDEN CARS (LONDON), Ltd.—1949 Austin 16hp saloon, black/brown leather, excellent order.—Ogden House, 373, Euston Rd., N.W.1. Euston 5611. (4550)
1938 (August) Austin 16 drop head four-seater coupe, guaranteed, £295, payments.—Oldfield, 4, Russell Odds, Mews, Kensington, Park 7100. (4621)
1937 Austin 16, mechanically faultless and recently repainted, beautiful condition; £375.—Bruce France & Co., Cromwell Mews, South Kensington, Pa. 0515. (4365)
15000 miles 1948 (March) Austin 16hp saloon, green, brown leather.—Ernest Austin, Cleve Hill 50 (Cheltenham). (Trade enquiries only). (1581)
AUSTIN big car 16hp. Nov. 1949, only 19,500 miles, as new, spare unused, ready for immediate work, terms, exchanges, £295.—Kiddys' Garage, Harborne Rd., S.W.12. Balham 2531. (4561)
850 gns.—Austin 16, June 1948, de luxe 4-door saloon, black, sliding head, brown leather, Jaxials, heater, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, beves.
265 gns.—Austin 16, 1935, Chalfont 7-seater limousine, black, brown leather, sliding division, back forward occasionally, very good condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (4670)
1947 (May) Austin 16 saloon, black, brown leather throughout, one owner, 25,000 miles, very carefully used, 6200.—Silver Motors, Ltd., 68-679, Garratt Lane, London, S.W.17. Wim 3031-4. (8919)
1939 Austin 16hp drop head coupe, also property of titled owner, finished black with beige leather upholstery, really beautiful car, £450.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 9004. (15044)
ROSE & YOUNG, Ltd., offer late 1948 Austin 16 saloon, one owner only, black, brown hide upholstery, £465.—65-69, Starnfield Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (15044)

Austin Sixteen Cars Wanted

T
H
E
C
A
R MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN HOUSE, 297, Euston Road, London, N.W.1.
TEL:PHONE: Euston 1212. (10666)
CASH buyers of low mileage Austin 16s; distance no object.—Hastons, Lord St., Southampton. (10735)
POST-WAR Austin 16 required, cash payments.—Morley, 54, Streatham Hill, G.W.2. Tulse Hill 6464. (10656)
ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St., (Hampstead Tube). (15030)
AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. (10704)
AUSTIN A70 & A80
NAYLOR & ROOT, Ltd.
1949 Austin A70 saloon, smoke grey, 9,000 miles, unblemished condition throughout, any trial; £1,195, 3 months' guarantee, choice of 250 quality cars; demonstrations within 100 miles, terms available.—25, East Hill, S.W.18. Stat. 5272. Open 9-6 each week-day including Saturday. (4608)
BOON & PORTER, Ltd.
1950 Austin A30 convertible coupe, radio, heater, 10,500 miles. £1,425.
CASTLEMAN, N.W.13 (by Hammersmith Bridge), Riverside 4444. (4562)
TOM GARNER, Ltd., offer:
1950 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 3,000 miles.
TOM GARNER, Ltd., 10-12 Peter St., Manchester 2. Blackfriars 9085-6. (4485)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN - 70 & A9
1949 Austin A70 saloon, black, sun roof, radio and heater, 7,000 miles, £1,275.
 H. A. SAUNDERS, Ltd., 100 yards north of Tally Ho Corner, W.1. Mayfair 2334. (1464)
1950 Austin A70 saloon, run a few hundred miles only, many extras—Culins Haines, Ltd., 308, Bourdon St., W.1. Mayfair 2258. (1464)
1950 Austin A90 electric convertible, mileage 10,000, £1,425—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Monday 2258. (1464)
1950 Austin A70 Hampshire saloon, brown with beige leather, radio, heater, sun roof, 8,000 miles—Randall's Garage, Wingham, Canterbury. (1424)
1950 A90 convertible, colour blue, 6,000 miles, £1,395—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (1464)
1950 Austin A90, low mileage, full of lux, radio, heater, etc., power-operated hood, £1,350—Sidney Marcus, Ltd., 35 Sloane St., S.W.1. Tel. E. 5557-6970. (1161)

A90 shortly for sale, specially repaired two colours, loose covers, new master switch, many extras, mileage under 7,000, spare unused, taxed, price, £1,500—Box 8736. (5018)
1950 16hp Austin A70, not used for months, practically as delivered, just out covenant, petty mileage, hand lamps, sill window tassels, loose covers, many extras, special features, late model, Fordson Bracknell Gardens, N.W.3. Mayfair 7651. (3197)
1949 Austin A70 saloon, black, brown hide, many extras and special features, late model, property Austin service manager, and literally like new throughout, £1,295, exchanges, deferred terms—John B. Trotter, Ltd., 175, Westbourne Grove, W.11. Tel. 4274. (1479)

Austin A70 and A90 Cars Wanted
 Austin A70 saloon required—Autowork (Winchester), Ltd., Station Hill, Winchester. (1464)
WANTED privately A90, would part exchange Nov. 1949 14 M.O. saloon, as new, if desired—Full information to John B. Trotter, Ltd., 175, Westbourne Grove, W.11. Tel. 4274. (1464)
WANTED Austin A90 saloon (not convertible), private buyer, through to fifteen available for quick sale—Riddam, Market Place, Bishop Auckland, County Durham. (1439)

AUSTIN EIGHTEEN
1929—Austin 18hp Hertford saloon—Lawton, N.W.2. Oakdale 2226. (1464)
1938 Austin 18 Windsor, black/brown hide, one private owner since new; faultless—R. C. Morlae, 253, Kenal Rd., London, W.10. Langley 3155. (1464)
1937 (November) Austin 18 Gordon 7-passenger limousine, one owner, immaculate condition, 6000 miles—Stadium Autos, 176, New Barn St., N.13. Alb. 3566. (1472)
1938 Austin 18 double ended open limousine, leather throughout, 7 face forwards, black and brown, 6725—Colman's Car Sales, Ltd., 256-306, Lark Rd., W.8. Tel. W. 5134, W. 5133, 5135. (1464)
A&S Limousines, inspection invited—
 S. Limousines, exterior selection, leather, black, certified mechanically—Seen—
 A. LPE & SAUNDERS (100 Limousines: Lists posted)
 A. Providence Court, Grosvenor Square, Mayfair-2941. (1425)

Austin Eighteen Cars Wanted
C THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars—297, Euston Rd., N.W.1. Euston 1212. (1056)
R ROWLAND SMITH'S, the Austin buyers—Hampton Road High St. (Hamstead Tube), Hampstead 6041. (1094)
M ODERN 7-passenger required, good order essential, cash waiting, A. LPE & SAUNDERS, Providence Court, Grosvenor Square, Mayfair-2941. (1094)
AUSTIN TWENTY
L IMOUSINES 1936/37/1938 Mayfairs, partition, widest occasional, leather, black, exceptional selection, seen—
 A. LPE & SAUNDERS (100 Limousines: Lists posted)
 A. Providence Court, Grosvenor Square, Mayfair-2941. (1425)
Austin Twenty Cars Wanted
R ROWLAND SMITH'S, the Austin buyers—Hampton Road High St. (Hamstead Tube), Hampstead 6041. (1094)
7-SEATER Limousines 1937/38/39—also 26hp—details please, A. LPE & SAUNDERS, Providence Court, Grosvenor Square, Mayfair-2941. (1605)

AUSTIN TWENTY-FOUR
A USTIN 24hp, 7-seater Mayfair, 53,000 only—29, Burne St., W.1. Tel. 6031. (1436)
AUSTIN TWENTY-EIGHT
C ARS MOTOR MART—1939 Austin 28 limousine, black, engine just reconditioned, one owner, written guarantee—5, Warren St., W.1. Euston 3552. (1413)
L IMOUSINE 1939/26hp Ranelagh, partition, black, widest occasional, genuine 23,000, beautiful car, 1940—condition—
 A. LPE & SAUNDERS (100 Limousines: Lists posted)
 A. Providence Court, Grosvenor Square, Mayfair-2941. (1425)

AUSTIN A125 and A135
T OM GARNER, Ltd., offer—
1949 Austin A125 Sherline saloon, black with beige leather, 4,900 miles, £1,275—
T OM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. (1435)
6400 miles, 1949 (Aug.) Austin A125 Sherline saloon, grey—Ernest Sutton, Cleave Hill 93 (Cheltenham) (trade enquiries only please). (1434)

AUSTIN A125 & A135
S. G. SMITH (MOTORS) Ltd., offer—
1949 Austin Sherline, 9,000 miles only, an immaculate motor car, £1,675, 50 other guaranteed used cars.
S. G. SMITH (MOTORS) Ltd., 285/287, Rye Lane, Peckham S.E.15. New Cross 0460. (12134)
GUY SALMON AUTOMOBILES, Ltd., offer—
1949 Austin Sherline, black, immaculate condition, 12,000 miles, £1,555, Portsmouth 12134
 Thomas Dixon, Emberton 5551-2-3. (1472)
A CE SERVICE STATION (LONDON), Ltd., offer—
A USTIN Sherline, black, 9,000 miles, £1,775.
N ORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (14702)

A CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee the following—
1948 (Nov.) Sherline, grey, beige hide, radio, heater, speedo 14,000 miles, immaculate, £1,675. (14507)
1950 Austin Sherline saloon, black with beige interior, radio and heater, 4,000 miles, £1,595. (14595)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 100 yards north of Tally Ho Corner) (Hills) 0024. (14224)
1949 (Oct.) Austin A125 Sherline saloon, 6,000 miles, black, £1,515—F. F. F. 111-115, Addiscombe Rd., Croydon, Addiscombe 3056. (14481)
D ECEMBER 1949, Austin Sherline saloon, radio and heater, 13,000 miles—Bristol & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3558. (14048)

A USTIN Sherline 1950 saloon, immaculate, 4,000 miles, £1,495, part exchanges, deferred terms—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. (14762)
1950 model Austin Princess saloon, black, 6,000 miles, brown hide upholstery throughout, 6,000 miles, £2,250 or near offer, exchanges and terms with 24-hour 24-hour guarantee, Christchurch 14446 Boscombe. Tel. Southbourne 1052. (14446)
1949 Austin Sherline, black, fitted with heater, electric window, wind-up rear seat, excellent condition, spec. dipping arrangement, in etc. condition, first-class car, 16,000 miles, £1,550—Jack Olding, 100, Upper St. Martin's Lane, W.C.2. (14656)
1950 (Feb.) Austin 125 Sherline saloon, finished metallic grey, grey leather upholstery, beautifully appointed, radio, heater, upholstery, etc., as new, 11,000 miles only, £1,850—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1453-4. (14436)

Austin A125 and A135 Cars Wanted
C THE CAR MART, Ltd., London distributors, wish to purchase Austin Sherline and Princess cars—297, Euston Rd., N.W.1. Euston 1212. (1052)
AUSTIN MISCELLANEOUS
T ANKARD & SMITH, Ltd., offer the choice of many Austin 8, 10, 12 and higher horse-power limousines, first registered October 1936, and one of the most outstanding Austin limousines we have ever handled, a car which has been privately owned, cared for, driven and scrupulously maintained in every sense of the word; original black coachwork shows only signs of very slight use; car based on its new, interior upholstery, which is in elephant grey leather, has been protected by tailor-made loose covers right since new and is thus in spotless condition; the rest of the interior furnishings are in the same original condition as when the car was first out of the shed; the full mechanical history is known and includes complete engine reconditioning, overhaul to gear box, steering and back axle; a complete set of new Good-year tyres have just been fitted and two other spare covers go with the car; fully guaranteed in writing and not only recommended by us—See below—
1947—Very special bargain, 1937 Austin 10hp and 11hp Chalfont limousine, proper 7-passenger long-chassis model with face-forward occasional seats and division, clean black finish with green leather upholstery front and rear, easy-clear wheel, large rear luggage boot, good all-round mechanical order and fully guaranteed by us in writing.
C AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 204 (5 lines). Nearly 400 cars actually in stock ready for inspection and immediate purchase; write for post-free catalogue; hire purchase, part exchanges, free delivery; showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. (14004)

Austin Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Austin buyers—Hampton Road High St. (Hamstead Tube), Ham. 6041. (1096)
C O. NORMAN & Co.
A UTHORIZED Austin retailers.
S PARE parts and components in stock—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.
T HE CAR MART, Ltd.,
L ONDON distributors, spare parts for all models, cars and trucks.
A USTIN MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 18, Ealing W.5. (Ealing 6717).
F OR Austin midgequads, running boards, 1931-39, Brooks, 5 and 6, Preston Place, Brighton Brighton 2147. (10528)
A USTIN 7 spares, 1922-38, practically everything in stock, new and second-hand—Preston, Thos. Shire Oak, Beadwood, Birmingham. (14007)
N EW gears, suitable 7, 10hp etc.; reconditioned exchange gear boxes repaired—Uzard's, Fraser 10, Winchester Mews, N.W.3. Price 10/6. (10186)
A USTIN 7 spares any year, any part, largest stockists in U.K.; exchange units—Try Norton's, first 42-47, Newington Causeway, S.E.1. Hop 2032, 2650.

BROCKHURST GARAGE—Harrow agents for Austin; sales, service, spares, reconditioned units; 11, Harrow Rd., Harrow Weald Middlesex. Tel. Grimsdyke 561. (10308)
A USTIN 7 owners—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application—Fairley's, Austin Seven specialists, 10, Shafted St., Tel. 2276. (10385)
A USTIN spares—Largest stockists in South London for Austin car and commercial vehicle parts, new and replacement units from stock; free delivery many areas—Wimborne Motor Works, Ltd., 29, High St. S.W.15. Wim. 0123. (10414)
D RYAN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, governors, carburetors, brake shoes and electrical units from stock; repairs and service in houses exclusively—57, Acle Lane, S.W.2. Brixton 1155. (10184)

BENTLEY (3½ & 4½ litre)
H R. R. OWEN, Ltd.,
 17, Berkeley St.,
G REAT Britain's leading specialists in Rolls-Royce and Bentley cars.
P ROUD members of the Swain Group.
A National Motoring Organisation.
1937 Bentley 4½-litre open sedan coupé by Gurney Nutting, colour green, with black bumpers to front, leather hood, Ref. H.5034.
1938 Bentley 4½-litre F.H. coupé by Van Noyen, colour black and khaki, with black leather upholstery, this car is fitted with black wheels, discs and overriders to bumpers. Ref. H.5031.
1939 Bentley 4½-litre overdrive F.H. coupé (SR) by Gurney Nutting, colour dark metallic grey, with beige leather upholstery, this car is fitted with radio, heater, demister, two 6/4 spares, overriders to bumpers. Ref. H.5034.
1947 Bentley Mark VI 2-door R/E sports saloon by James Young, colour grey, with grey-blue hide, fitted with H.M.V. radio, picnic tables, door operated interior lights. Ref. H.5025.
1947 Bentley 4½-litre Mark VI standard special-painted grey, with grey hide upholstery, fitted with heater, demister, compass and spot lamps. Ref. H.5026.
1948 Bentley 4½-litre Mark VI 5-seater shooting saloon, colour grey, with blue hide upholstery, this car is fitted with H.M.V. radio, heater and demister. Ref. H.5026.
 All cars carry our unique 6 months' guarantee; A please phone or write for details to—
 H. R. OWEN, Ltd.,
 17, Berkeley St.,
 LONDON, W.1.
T ELEPHONE MAYFAIR 9060. (14569)
D ICKS CAR SALES offer—
1938 Bentley 4½ sports saloon, 50,000 miles only, 1938 Bentley 4½ sports, really superb car, £1,950.
D ICKS CAR SALES, 100, High Rd., W.C.2. (1265)

Austin Miscellaneous Cars Wanted
D ORBSON, Ltd., Staines, Middlesex, Tel. 801, are cash buyers of good Austin cars of all types. (4449)
W EYBRIDGE AUTOMOBILES, Ltd., the Austin glaci-tributors, usually receive late type Austins, 14, Weirbridge 253. (10941)
J ACK OLDING, Ltd., 8-10, North Audley Rd., W.1. Austin retailers, receive cars in first-class condition. Mayfair 5242. (1018)
A PPROACH us first before disposing of your Austin car—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. P. Maxman 4801-3. (14348)
W E are cash buyers of all Austin post-war models.
 The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. (10136)
1938 39 Austin 10 or 12 required, must be clean, hail and genuine, mileage stated—Wilsons, 1A, Trinity Gdns., S.W.5. Brixton 4011. (10318)
A USTIN 8 or 10hp saloon, 1936 or 7 for preference, Beardsmore Service, Ltd., 26, Queanston, Hyde Park, London, W.2. Bayswater, 0136-7-3. (14148)

Austin Spares and Service
N ORMAND, Ltd.,
M ODERN equipment handled by a skilled staff ensure good service.
N ORMAND, Ltd., 405/9, King St., W.6. Riv. 5665. (10258)
C O. NORMAN & Co.
A UTHORIZED Austin retailers.

S PARE parts and components in stock—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.
T HE CAR MART, Ltd.,
L ONDON distributors, spare parts for all models, cars and trucks.

A USTIN MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 18, Ealing W.5. (Ealing 6717).
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BROCKHURST GARAGE—Harrow agents for Austin; sales, service, spares, reconditioned units; 11, Harrow Rd., Harrow Weald Middlesex. Tel. Grimsdyke 561. (10308)
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D RYAN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, governors, carburetors, brake shoes and electrical units from stock; repairs and service in houses exclusively—57, Acle Lane, S.W.2. Brixton 1155. (10184)

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G REAT Britain's leading specialists in Rolls-Royce and Bentley cars.
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 All cars carry our unique 6 months' guarantee; A please phone or write for details to—
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T ELEPHONE MAYFAIR 9060. (14569)
D ICKS CAR SALES offer—
1938 Bentley 4½ sports saloon, 50,000 miles only, 1938 Bentley 4½ sports, really superb car, £1,950.
D ICKS CAR SALES, 100, High Rd., W.C.2. (1265)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [10067]

RIPPOON.

RIPPOON BROS., Ltd.

NORTHERN Bentley specialists.

1948 Mark VI Standard saloon, mistletoe green with beige leather.

1937 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1935 3½-litre 4-door sports saloon by Park Ward.

FOR further particulars contact the largest Bentley distributors.

RIPPOON BROS., Ltd. Huddersfield 6340 (5 lines).

Also at Bradford, Leeds and Sheffield. [10068]

FOFFER the following from their specially selected stock.

1950 Standard Steel Saloon on Bentley Mark VI chassis, black, brown leather, 10,000 miles, passed by Bentley Motors.

3-5 Burlington Gardens, Old Bond St., W.1. Tel. Renset 7887.

FRANK DALE offers:—

1936 4½-litre four-door drop head coach by Hooper, completely overhauled, specimen car, £1,550.

1935 3½-litre 4-door saloon by Park Ward, in excellent order, rebuilt engine, etc., 500 miles, new tyres, £1,250.

1934 3½-litre Vanden Plas four-door drop head coach, in good order, £1,250—46, Princes Gate Mews, Exhibition Rd., S.W.7. [15607]

RUSSELL MOTORS offer:—

1948 Bentley Mark VI standard steel saloon, 21,000 miles, black, brown leather, 1948 modification.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd. 47, Sloane St., S.W.1. Tel. Sloane 5289. [15535]

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

1949 Mark VI Bentley standard saloon, low mileage.

1949 4-door Mark VI Bentley saloon by Young, dark green, beige leather, 14,000 miles.

1948 Mark VI Bentley standard saloon, maroon and grey, maroon 1½, 22,000 miles.

1948 Mark VI H. J. Mulliner saloon, met. grey, grey 1½, 20,000 miles.

1948 Mark VI Bentley Park Ward motor-operated coupe, grey, red 1½, 20,000 miles.

1947 Mark VI Bentley standard saloon, 2 shades of grey, immaculate.

1936 4½-litre Bentley H. J. Mulliner saloon, black, brown 1½, 17,000 miles.

DELIVERY of new and used cars quoted on application.

UDLEY House.

NORTH Audley St., W.1. Mayfair 5242. [14495]

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1937 Bentley 3½-litre 4-door saloon, James Young.

1934 Bentley 3½-litre 4-door saloon, James Young.

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [15356]

SWANMORE CAR SALES, Bournemouth.

£1575—Bentley 3½-litre 1936, very exceptional streamlined saloon by Thrupp & Maberly, recently checked by Bentley.

£1675—Bentley 4½-litre 1936 James Young motorised sports saloon, very modern lines, excellent history.

EXCHANGES and terms with pleasure. Swanmore, 117, Garage, 117, Churchchurch Rd., Bournemouth. Tel. Southbourne 1022. [14447]

LARGE stock of 3½-4½ Bentley cars for disposal.

H. B. OWEN, Ltd. 17, Berkeley St., W.1. Mayfair 9050 (10 lines). [10096]

1934 3½-litre Bentley Park Ward saloon, black, recent extensive overhaul, £750—301, 87/27.

BENTLEY 4½ Park Ward 4-door saloon, first registered January 1939, black and beige, radio, discs; magnificent condition throughout.

1947 (July) Mark VI Bentley Standard saloon, one owner, pearl grey, 26,000 miles, excellent condition.

1948 (April) Mark VI Bentley Standard saloon, black, 13,000 miles, magnificent condition; one owner.

1949 (August) Mark VI Bentley Standard saloon, mistletoe green; 26,000 miles (looks under 10,000); immaculate and unmarked; one owner.

P. J. EVANS, Ltd. 1, Evans, Ltd. 31-31, John Bright St., Birmingham, Midland 2911. [14614]

3½-litre Bentley, first registered November, 1935.

3½ Park Ward 4-door sports saloon, in good condition throughout, £1,075—Roy Smith Garage, Ltd. 49, Woodcote Rd., Wallington, Surrey. Tel. Wallington 2791. [13508]

BENTLEY (3½ & 4½-litre)

44 1½-litre Bentley Vanden Plas saloon, 1,326 spent with makers (bill shown). First registered August 1935—Lawton-Goodman, 56, North Audley St., W.1. [15551]

1935 Bentley 3½ sports 4-door saloon, furniture in hide interior, radio, extras, very pretty car, £1,250—Taylor, 37, Rivington Place, S.W.7, Western Garage. [14569]

CENTRAL GARAGE, Croydon. 1936 3½-litre Bentley saloon by Thrupp & Maberly, maroon, perfect condition, recent overhaul—Central Garage, Tel. Croydon 7464. [14722]

CENTRAL GARAGE, Croydon. 1934 Bentley 3½-litre drop head four-door coach by Park Ward, finished maroon with beige upholstery, excellent order, £1,000—Central Garage, Tel. Croydon 7464. [15726]

1934 (Sept.) Bentley 3½-litre coup de ville 4-seater, black, green leather, excellent order throughout, £950—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1133. [15119]

1936 (June) 3½-litre Bentley 4-door sports saloon, by Park Ward, this car has recently been recoloured, is fitted with A.C. discs and is in immaculate condition throughout and offered subject to any trial or examination, £1,475—R. R. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642. [11277]

BENTLEY (either than 3½ & 4½-litre)

SUMMONS OF CROYDON (Croydon 1537).

BENTLEY 4½-litre 2-seater, 40-hp, slab tank, new coachwork, 2 ton, recoloured, repolished throughout, new carpets, new interior hood, new luggage, new Dunlop, battery and recharged throughout, mechanical 4½-litre 4-door saloon, in 100% in every possible way, guaranteed, £400.

BENTLEY 4½-litre 4-seater drop head coach, the previous owner has recently expended £435 on the complete rebuild of this Bentley, all bills can be produced, this is one of the rarest 4½ built on the chassis and is reputedly the ex property of the Spanish Royal Family, equipped 6 brand new Dunlop Turf, new gear box and service, etc., together with best of extra lighting, £425.

SUMMONS OF CROYDON, 101a, Tamworth Rd., West [14604]

CHIFFSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. [19828]

BENTLEY Red Label, good running order, all-weather offers or part exchange small car—Jones, 5, King Street, Glos. Tel. Stroud 313. [15037]

1937 Bentley drop head four-door by Park Ward with large luggage boot, chassis No. B.219PC, registered August 1937, this car is in exceptional condition throughout, and has only covered a moderate mileage, black with blue leather upholstery, wireless, new tyres and taxed to the end of year, £1,615. Tel. Reigate 31. [15012]

1926 3½-litre Bentley original Freezone & Webb drop head coach in superb condition, 4,000 miles since engine completely overhauled new vertical S.O. carb, C-type gear box, springs retempered, radiator rebolted at Serks, new six-cylinder upholstery, maintained by enthusiast who must buy inner car, £475—Osh, Thorpe Salvin Hall, Nr. Wokingham. [15002]

Bentley Cars Wanted

S

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London Office, H. R. Owen & Co., Ltd. 17, St. James's Place, W.1. Mayfair 3069.

Hoffmann's Garage, Ltd. Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [10515]

C

THE CAR MART, Ltd. wish to purchase Bentley cars—320 Euston Rd., N.W.1. Euston 1212 [10595]

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. R. MEAD (SALES), Ltd. 42, Queen St., Maidenhead, Tel. 2642. [5921]

J. MARSHALL.

WANTED Bentley 3½, and 4½-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 669, St. Albans Rd., Watford. [10482]

BENTLEY Mark VI Standard saloons required

I first-class order.—Send particulars to P. R. C. Wilmshurst, Ltd., 312, Earl Court Rd., London, S.W.5. [12094]

COMPANY director requires low mileage Bentley C standard saloon Mark VI—Box 8734. [14932]

1937-38-39 Bentley sports saloon—Cyril Sheppard, 102, King's Rd., Reading 2712. [14997]

ROWLAND SMITH'S, the Bentley buyers—Hampstead High St. (Hampstead Tube), Ham. 601.

BENTLEY 4½ wanted, closed body, almost any condition, consider exchange for very clean 1½ V.O. saloon—Rustington 1342. [14632]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise—Compton, 95, Westbourne St., Crystal Palace S.E.19. Liv. 3562. [10062]

THE BASINGSTOKE MOTOR CO. wish to purchase 3½ and 4½-litre models; fair price offered.

31-Pine Road, Basingstoke. [10654]

3½ and 4½ Bentleys urgently wanted, cash or exchange, pre- or post-war—Stannmore Garage, 117, Churchchurch Rd., Bournemouth. Tel. Southbourne 1022. [14447]

RIPPOON BROS., Ltd., the Northern Bentley specialists, retail dealers and repairers, wish to buy small mileage Mark VI Bentleys—Huddersfield (5 lines). [10067]

Bentley Cars Wanted

JACK OLDING, Ltd. 42, North Audley St., W.1. Official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [10067]

CHARLES FOLLETT, Ltd.—Officially appointed repairers and repairers, buy good late cars—36, Berkeley St., W.1. May. 7413. Service, spares & stores, 12, Wellesley Ave., W.6. Riv. 1413. [10093]

Bentley spares and service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars servicing in complete overhaul, mechanical or coachwork, large stocks of spares for all types.

WILKES—Leamard Rd. Morden Rd., Merton, S.W.19. Liberty 7222 (4 lines). [10064]

CHARLES FOLLETT, Ltd. officially appointed repairers and repairers.

SHOWROOMS, 18, Berkeley St., W.1. May. 6886.

SPARE parts.

SERVICE 12 Wellesley Ave. W.6. Riv. 1413. [10095]

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce—Works, Director, Whale Walkham, 12-15, Merchiston Mews, Edinburg 11. Tel. Jubilee 2785. [17205]

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce coaches, servicing, overhauls, overhauls, mechanical or coachwork—Central Garage, Tel. Croydon 7464. [16553]

H. A. FOX & Co., Ltd. officially appointed retailers and repairers, 3-5, Burlington Gardens, London, Tel. Regent 1681. Service, spares, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Newham 3868. [10497]

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lendham 0012. [14813]

B.M.W. Spares and Service

GEAR notes—H. de A. Engineering, 55, Uxbridge Rd., Addiscombe, Tel. Addiscombe 10890. [10890]

BRISTOL

UM Ltd.

UNIVERSITY MOTORS, Ltd. Joint Distributors, London, Home and Eastern Counties; also Berks, Kent and Sussex.

UNIVERSITY MOTORS, Ltd. Stratford House, 80, Piccadilly W.1. GPO 4141. [10168]

K. VILLI, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41-42 Rhy's Mews, Berkeley St., W.1. GPO. 2563. [10596]

Bristol saloon, unquestionable condition—A. J. Winchcombe (Winchester), Ltd. Tel. Winchester 4254/2426. [14595]

CHARLES CRICKSHANK MOTORS The Centre, 10, Bristol, Tel. 25280—Distributors in the West for Bristol cars. Details and catalogue on request. [10490]

1949 Bristol motor 400, 21,000 miles, £1,885, first regd. December 1948—Cayton's Cars (London), Ltd. 331, Euston Rd., London, N.W.1. Tel. Euston 1301 (5 lines). [14508]

1949 Bristol 400 saloon, 6,000 miles, just serviced by makers, maroon with fawn leather radio, heater, etc., specimen car, under £1,000 from owner—Sidney Marcus, Ltd., 33 Sloane St. S.W.1. Tel. Sloane 3557/0570. [12635]

ANTHONY CROOK offers 1950, 1949 and 1948 Type A 400 Bristol from stock; all with usual guarantees and after-sales service—Anthony Crook Motors, Ltd., leading distributor of Bristol cars, Caterham Hill, Surrey. Tel. 2252/3. [11394]

A. F. M. Ltd. (Bristol Distributors), offer choice of three Type 400 Bristol saloons, colours red, black and grey, with radio and heater, all fitted with latest type 400 modifications to chassis and engine—Palton Watkin, London Rd., Isleworth, Middlesex. Tel. Hounslow 9311. [16171]

Bristol Cars Wanted

BENTLEY, the Bristol buyers—27a, Pimlico, 27a, Villars W.1. Bayswater 0523. [15345]

A. F. M. Ltd. will purchase or accept in exchange A Bristol cars—Palton Watkin, London Rd., Isleworth, Middlesex. [10476]

ANTHONY CROOK purchases used Bristol on synt 2 for cash—Anthony Crook leading Bristol distributors, Caterham Hill, Surrey. Tel. 2252/3. [11395]

UM, Ltd.

UNIVERSITY MOTORS, Ltd. Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141. [10011]

£345—1940 (March) B.S.A. Mk. 6 sports roadster, superb condition throughout.

BRIAN PINGALL, Bennett Sales & Service, 2, Penn [14940]

After 6, Tulse Hill 4755.

295 Mk. 6 B.S.A. Scout, March, 1940, Series 6 2-seater, custom, maroon leather, very good condition; choice of 10 B.S.A. Scouts, terms, exchange, Newland Smith, below.

265 2-seater, red, maroon leather, new hood, spare tyre unused, excellent condition, taxed, choice of 10 B.S.A. Scouts, terms, exchange, 1st, open 3-7 weekdays and Saturdays—Rowland & Smith, Hampstead (Hampstead Tube), Hampstead 1644.

2265 B.S.A. 12hp synt to fixed head coupe, 1956, a very attractive car in excellent condition throughout—excellent to run and maintain—M. B. Motors, 356, New Cross Rd., London, S.E.4. Tel. New Cross 3779. [15318]

WALTER SCOTT, Ltd.—Late 1959 B.S.A. Scout series 12 roadster, red, full all-weather equipment, radio, heater, windline horn, numerous other extras, low mileage, 2100 about, 1959, terms, exchange, 1st, open 3-7 weekdays—59 Collier Crescent, Hampstead N.W.3. (Swiss Cottage Tube.) Pri 2594. [15014]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers—Hampstead High St. (Hampstead Tube), Ham 601.

ills shown: words cannot describe this beautiful car, which really must be seen to be believed: an extremely fast, economical and practical car with terrific acceleration and rock-steady cornering. £950.—Aston Motors, 15a, Adam & Eve Mews, Kensington High St., W.8

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1937 Fiat 500, five new tyres, new hood; £210-00. Tel. 4254. T. V. R. 18, Beverley Grove, Barking. (4276)

1937-8 Fiat 500 fixed head coupe, good working condition, recently overhauled. £225-00. Apply 30, Berrow Rd., Thurham-on-Sea. (5691)

Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers—Hampered High St. (Hampered Tube). Ham. 6041. (0935)
CASH immediately for good Fiat—E. F. Edwards, 154, Or. Titchfield St., W.1. Langham 0012. (4913)
MAYFAIR GARAGES, Ltd., sell more pre-war Fiat yearly than any firm in the country, so are always ready cash buyers of all models. Below. (0355)
MAYFAIR GARAGES, Ltd., also require neglected Fiat for reconstruction, send brief particulars and price required—Bewar.
MAYFAIR GARAGES, Ltd., Balderton St. (opposite Seaford's) Clack. Mayfair, W.1. Mayfair 5104-5. (0635)

Fiat Spares and Service

FIAT 500cc genuine Fiat spare, reconditioned engines, gear boxes, starters, dynamo, etc., guaranteed repairs—A. S. Motors, 155, Westbourne Grove, W.11. Tel. 1644. (0156)

FIAT (ENGLAND) Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service—Tel. 2714. (4554) "Grams: Fiat Wembley." (0909)

B tried some day on engines reconditioned 7-10 days; new and used engine chassis and body parts—65, Lowlands Rd., East. Tel. 1107-8. (4414)
FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamo, starters, radiators in exchange, spare wheel covers, luggage carriers, supercharger jets, Metric spanners; complete servicing also models—Derrington, 159, London Rd., Kingston. (021) 5030

Ford (S. H. P.)

PERRY'S OF HARROW
 HAVE an excellent selection of post-war 8hp saloons available.
 PHONE HARROW 1031 for details.

HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0099)

C. P. (BALHAM), Ltd., offer—

4000—1942 Ford 8 Anglia, complete new engine, a battery—36, Balham Hill, S.W.12 (100 yds Chatham South Tel. 1107-8. (4414)

PHILIP RICHARDS, Ltd., offer—

1950 Ford Anglia saloon, black, 3,600 miles—4,000 Brick St., Park Lane, London, W.1. Grosvenor 4712-5. (4875)

ALAN TAYLOR MOTORS, Ltd., offer—

1949 Ford Anglia saloon, 1946; £475.

HIGH ST., Wandsworth, S.W.18, Vandyske 4435 (5 lines). (4192)

DAENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Anglia saloon, black, green, 11,000 miles.

1947 Ford Anglia saloon, black, red, 13,000 miles.

56 Park Lane, W.1. Regent 4866. (4903)

£145—Ford 8 1934 model saloon, very clean, taxed.

BRKY AUTO, rear of 44-46, Chase Side, Southgate, N.15 (near Tube). Palmer Green 4540. (4555)

1947 Ford 8 Anglia saloon, black, fitted with loose covers, taximeter; £495.

A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 100 yds. north of Tally Ho! Corner; H.11111 034. (4236)

£145—Ford 8 1934 saloon, exceptionally sound body, black, green leather interior—Box 8699.

1946 (day) Ford Anglia, colour black, very nice condition throughout, Ford exchange engine just fitted. £475.

J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd. N.W.3. Hampered 4414. (2917)

£350—1939 Ford 8 sal, black, leather upholstery and trim, 5 very good tyres, in excellent condition throughout.

MAKIN & HARRISON, Chiswick, Chiswick 2559-2612. (9194)

£199—1937 Ford 8 saloon, black, excellent runner, taxed—Bryce Motors, 180-184, West End Lane, N.W.6. Hampered 4490. (4707)

1938 Ford 8 saloon, black red leather, reconditioned engine, £235—Boys Automobiles, Ltd., 127, Portway N.W.1, Euston 2700. (4736)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5. 1948-9 Ford Anglia saloons, low mileage all guaranteed also earlier model available.

1600 miles—February 1950 Ford Anglia saloon, beige—British & Colonial Motors, Ltd., Upper St. Martin Lane, W.C.2. Ten 3509. (4844)

1946 Ford Anglia saloon, reconditioned throughout, with three months' guarantee, £495; also 1949 Ford 8 saloon, reconditioned engine just fitted, excellent bodywork 3 months' guarantee, £375.

F. CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, W.2. Glia 2234. (2139)

325 gns.—Ford 8, 1938, de luxe saloon, blue, reconditioned engine, very good condition; terms, exchange; list, open 2-7 weekdays and Saturday—Rowland Smith, Hampered (Hampered Tube). Hampered 6041.

1938 Ford 8 black saloon, clean paintwork with red leather interior, economical performance; £275 cash or £29 deposit, balance payable monthly instalment—S. S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-8. (1648)

I REQUIRE FORD Eight Cars Wanted

condition—22, Tulse Hill 1288 (day). (3726)

Ford Eight Cars Wanted

CASH buyers of low mileage Ford 8; distance no object—Huttons Lord St., Southampton. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers—Hampered High St. (Hampered Tube). Hampered 6041.

1939-1949 Ford 8 saloons, urgently required, —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. (4915)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8 and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). (0940)

Ford (S. H. P.)

HAROLD PERRY, Ltd., Invicta Works, 279, Balldale Lane, North Finchley, N.12. Tel. H.11111 4444.

1949 Ford Prefect saloon, colour black, leather upholstery, 10,000 miles. I.L.A. 4775.

1949 Ford Prefect saloon, colour beige, cloth upholstery, mileage, 11,000; £775.

1949 Ford Prefect saloon, colour beige, cloth upholstery, £750.

1948 Ford Prefect saloon, colour green, cloth upholstery, mileage 15,000; £655.

1947 Ford Prefect saloon, colour grey, cloth upholstery; £625.

1946 Ford Prefect saloon colour metallic blue, red leather upholstery; £600.

HAROLD PERRY, Ltd., Invicta Works, 279, Balldale Lane, North Finchley, N.12. Tel. H.11111 4444.

BROWN'S for Fords.

1946 (October) Ford 10hp Prefect saloon, excellent condition; £565—Brown's Garage, Loughton (Essex) 4119 (Tube). (4435)

ROUNDABOUT GARAGE, Western Ave., Greenford, R. Middle. Wavlo 1071-3. (4433)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE HARROW 1031 for details.

HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex. (0100)

NAYLOR & ROOT, Ltd.

1950 Ford 10 Prefect saloon, black, beige upholstery, 5,000 miles only, indistinguishable from new, radio; £795; 3 months guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available—23, East Hill, S.W.1. East. 5272. Open 9-6 each week-day including Saturday. (4996)

DICKS CAR SALES offer—

1949 Ford 10 saloon, leather upholstery, 5,000 miles; £775.

DICKS CAR SALES, Ltd., 385-401, High Rd., W.1. near Moles Valley 6838-9. (5411)

MONTROE MOTORS offer—

1939 Ford Prefect 4-door, leather; £365—Montroe Motors (N. H. M.), 7, Epping New Rd., Buckhurst Hill, Essex, Box 1171-2. (1310)

ALAN TAYLOR MOTORS, Ltd., offer—

CHOICE of 4 Prefects from £650 to £795.

HIGH ST., Wandsworth, S.W.18, Vandyske 4435 (5 lines). (4191)

DAENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Prefect saloon, black, brown hide, 1,300 miles.

1949 Ford Prefect saloon, black, hide, 5,000 miles.

1949 Ford Prefect saloon, green, hide, 7,000 miles.

1949 Ford Prefect saloon, black, hide, 9,000 miles.

1949 Ford Prefect saloon, green, hide, 9,000 miles.

1948 Ford Prefect saloon, black, 15,000 miles.

1948 Ford Prefect saloon, dark green, hide, 20,000 miles.

(A SELECTION from our comprehensive stock.)

56 Park Lane, W.1. Regent 4866. (4904)

1949 Ford 10 Prefect saloon, one owner, immaculate condition, guaranteed, £750.

W. WILKIN, Ltd., 4, Weston Park, Kingston-on-Thames, Kin. 2241. (4577)

1939 Ford Prefect 4-door, black, excellent condition; £365—Hill, Gre. 3331 (ext. 13).

1948 Ford 10 Prefect saloon, black, 13,000 miles.

1949 Ford 10 Prefect saloon, green with fawn cloth upholstery, 700 miles; £815.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 100 yds. north of Tally Ho! Corner; H.11111 034. (4236)

COLDERS Green—H. A. Saunders, Ltd., Orders Green, Green, 1949 Ford Prefect saloon, 2,200 m.p.g.

F. DOVE offer 1939 Ford Prefect, above average condition, new engine; £390—69, Broadway, Wimbledon, S.W.19. Liberty 3456. (4760)

FORD Prefect, Nov. 1949, black, cloth upholstery, Box 8627, or 1st Staines 2575. (4219)

1948 Ford Prefect, black, fawn cloth, spotless condition; 634-636, Mile End Rd., Bow, E.3. Advance 1517. (4579)

FORD (S. H. P.)

325 gns.—Ford 10, June, 1938, 4-door saloon, black, green leather, very good condition; terms, exchange—Rowland Smith, below.

365 gns.—Ford Prefect, 1939 model, 10hp saloon, black, sliding hood, grey leather, very good condition; terms, exchange; list, open 2-7 weekdays and Saturday—Rowland Smith, Hampered (Hampered Tube). Hampered 6041. (4604)

1948 Prefect, 1 private owner, excellent condition, low cost, radio, taxed; £365—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Glouce 4727. (4728)

1949 Ford Prefect, finished in black with brown leather upholstery, taxed heater, radio and spot light, 15,000 miles; £785, terms, exchange.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (Off The Mount), Sheffield, 1. Tel. 24657. Open week-end. (1547)

1949 Ford 10 Prefect, black leather upholstery, low mileage, one owner, as new throughout; £755—Wembley Court Motors, H.11111 4444. (1931)

1946 Ford 10 Prefect, leather, very good order throughout, £575, 1940 Ford Prefect saloon, 4-door, leather, £450; and 1939 Prefect 4-door, leather, sun roof, £425.

F. CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia 2234. (4770)

1948 Ford Prefect, 10,000 miles, one owner, whose used as taxi throughout; £635, terms, exchange—Tel. Amber 3000, Turner, 99-117, Caxton Rd., London, E.5. (4137)

1949 (De Luxe) Ford Prefect, black, red leather, needle-stitch mileage, unmarked and as new; £345—Phonix Motor Co. (Bury), Ltd., Phonix House, High St., Bury, Bury, W.1. (4933)

WALTER SCOTT, Ltd.—1949 (Nov.) Ford Prefect, black, 7,000 miles, extra, unmarked, one owner; £750, choice of three—34, Tulse Hill 2768 (day) 10780 N.W.3 (Swiss Cottage Tube). F.1. 5914. (1933)

1937 (August) late type Ford 10 4-door saloon, green, lawn interior, loose cover, excellent wheels, immaculate appearance, delightful performance, written guarantee, £440, terms, exchange—H.11111 034, 134, Or. Titchfield St., W.1. Langham 0012. (4529)

£415—Most immaculate and outstanding 1949 Ford Prefect 4-door saloon, excellent leather upholstery, whole vehicle 100%, and this vehicle is far above average, 3 months' guarantee, terms, exchange—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. P.1. 5221. (4781)

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers—Hampered High St. (Hampered Tube). Ham. 6041. (0935)

I NEED post-war Ford 10 immediately—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day) 10780

1949 Ford 10 Prefect saloon required—Turnbull, Rose House, Station Hill, Winchester. (4594)

MARSTON MOTORS Co. Ltd., for your Ford 10, Tel. 815, 8000 Seven Sisters Rd., Tottenham N.15.

1950 12, Brambledown Rd., Wallington, Surrey 6397. (2093)

1939-1949 Ford 10 saloons, urgently required, —Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. (4916)

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10 and have unlimited cash available—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). (0961)

FORD (S. H. P.)

HAROLD PERRY, Ltd., Invicta Works, 279, Balldale Lane, North Finchley, N.12. Tel. H.11111 4444.

1948 Ford Prefect saloon, colour black, leather, Pte radio, mileage 15,000; £590.

1939 (registered 30/12/38) Ford 81A saloon, colour red, cloth upholstery, loose cover, fitted with many extra, reconditioned engine fitted 1949, first-class condition; £650.

HAROLD PERRY, Ltd., Invicta Works, 279, Balldale Lane, North Finchley, N.12. Tel. H.11111 4444.

CAR MART, Ltd.

1949 Ford Pilot saloon, radio, heater, 10,000 miles; £1,130—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (4608)

MONTROE MOTORS offer—

1936 Ford 30 V.8, leather, excellent condition; £285.

1937 Ford 22 V.8, reg. £295—Montroe Motors (N. H. M.), 7, Epping New Rd., Buckhurst Hill, Essex, Box 1171-2. (1302)

SIMPSON'S MOTORS offer—

1948 (genuine) Ford V.8 2-door sedan, fitted with motor and heater, low mileage.

SIMPSON'S MOTORS (W.11111) Ltd. (American Car Specialists) Wembley 3503. (4795)

WARWICK WRIGHT, Ltd., offer—

1949 Ford Pilot saloon, black, brown leather, 11,000 miles, radio and heater; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (4695)

ALAN TAYLOR MOTORS, Ltd., offer—

1949 Ford Pilot saloon, December, 1948; £1,075.

HIGH ST., Wandsworth, S.W.18, Vandyske 4435 (5 lines). (4193)

JOE THOMPSON (MOTORS), Ltd., offer—

1949 American Ford Customs Eight saloon, colour grey, fitted with extra, excellent condition; £1,450—Joe Thompson (Motors), Ltd., 97, Fulham Rd., South Kensington (next to Michell's). Ken. 4456. (4456)

1939 Ford model 91A 4-door saloon, well maintained; £550.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (4495)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

2000 miles—January, 1950, Ford Pilot saloon, leather upholstery, radio and heater—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5508. (1466)

GORDON CARS (LONDON), Ltd.—1948 Ford V8 saloon, blue leather, immaculate—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (1453)

1949 Ford Pilot, black brown leather, radio and heater, 10,000 miles, immaculate; 1937-1941, High St., Stanwick, Wellesborough, Northants. (1458)

CAMDEN MOTORS—Ford V8 22hp touring saloon, 1939, very regular model with de luxe leather upholstery, tip-top performance, good tyres, exceptional bargain at 450. (1459)

CAMDEN MOTORS—Ford V8 30hp 6-seater touring saloon de luxe, 1938, model 81A, dark blue and chrome, wrote reconditioned engine just fitted, a very desirable car, £395. (1460)

CAMDEN MOTORS—Ford V8 30hp saloon, 1939, model 81A, one private owner, condition really outstanding for pre-war car, de luxe leather upholstery, brakes and steering completely overhauled, new battery fitted, guaranteed fully by us in writing; £495. (1461)

CAMDEN MOTORS—Ford V8 30hp drop head coupe, 1940, very scarce model in especially outstanding condition, black and chrome coachwork, interior immaculate, sumptuous red leather interior, in equally fine order, latest type instruments, radio, heater, de-misting and every luxury, special recommissioned. (1462)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue: nearly 400 cars ready for inspection and immediate purchase; easy and confidential hire-purchase terms; part-exchange facilities; all cars in the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays. (1463)

1939 Ford V8 22-40 drop de luxe saloon in leather, just had £70 overhaul, bills producible, new tyres, electric horn, £350. S. & S. Motors, Telmerston Rd., N.W.6. Mal. 4723. (1500)

PERFORMANCE CARS—The Sports Car Specialists, 111, of St. Paul's Church, London, W.C.2. Tel. 1111, offer with 3 months' written guarantee: 1937 Ford V8 30hp drop head, 1938-1939 Ford V8 22hp saloon, £325; 1936 Ford V8 30hp roadster de luxe, £185; 1936 Ford V8 30hp saloon de luxe, Columbia dark radio black leather, £165. See also under M.C., Riley and Sports Cars. (1464)

Ford V8 Cars Wanted
JOHN S. TRIGG—Urgently require for quick sale. **EXCEPTIONAL** prices offered for all mileages, really well kept, clean, 1937, Westbury, Grove, W.11. Tel. 4274. (1504)

SIMPSON'S MOTORS (WEMBLEY), Ltd.—Urgently require all model Ford V8. Wembley 5903. (1505)

ROWLAND SMITH'S, the Ford V8 buyers—Hamstead High St. (Hamstead Tube) Ham 6041 (1934)
UTWORK (WIMBORNE), Ltd.—must have Ford Pilot—Station Hill, Winchester. (1455)

UTILITY-FORD ON OTHER BODIES
THE MALL HOUSE MOTOR CO.—offer—

1938 Ford utility, £268; exchanges, hire purchase, 117, High St., Watford, E.11. Tel. Watford 5357. (1506)

1950 Fordson Ulitecon, £650 or near offer, delivered in England; Conolly, Bready, Donegal, Co. Tyrone. (1507)

1947 Ford 8hp utility van, excellent condition; offer; contact: Mr. John Green, Sawley, Wetherby, Herts. Tel. Saw 2251. (1454)

275 gns.—Ford V8 1937, registered 1938, 30hp 6-seater utility van, excellent condition, drop head, removable rear seats, very good condition; terms, exchanges;—R. Ward Smith, Leeds. (1455)

395 gns.—Ford V8, registered 1946, 30hp Canadian built, 6-seater 4-door utility, grained timber body, alloy gear bonnet, removable rear seat, drop head, sliding glass windows, steering column gear change, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamptons 6041. (1465)

SUPER FORD Mercury shooting brakes, 7-seater utility, £10 tax, for immediate sale, latest chrome from stock of three from £595; a few other utilities in choice from 8hp, exchanges, terms.—Jack Shaper, 521, Upper Richmond Rd., Putney, Tel. day and night, Putney 1054-5 and 2276-7. (1459)

Ford Utility Cars Wanted
FORD 8, 10 and 30hp utilities wanted from 1936 onwards.
GEORGE NEWMAN & CO. 888, Euston Rd., London, G.W.1. Euston 4456. (1040)

ROWLAND SMITH'S, the Ford utility buyers—Hamstead High St. (Hamstead Tube) Ham 6041. (1934)

FORD MISCELLANEOUS
TANKARD & SMITH, Ltd.—offer the choice of many Ford 8s and 10s at a knock of over 1000 miles, all subject to three months' written guarantee.—138, Kings Rd., S.W.3. Tel. Fris. 4807-3. (1078)

Ford Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Ford buyers—Hamstead High St. (Hamstead Tube) Ham 6041. (1934)

W

HAROLD FERRY, Ltd.—main Ford dealers, Inchley Works, 297, Ballards Lane, North Finchley, N.12 Tel. 4444 (4 lines). (1456)

FORDS wanted—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (1063)

BRITISH & COLONIAL MOTORS, Ltd.—require good Ford cars for export. St. Martin's Lane, W.C.2. Tel. 5508. (1455)

LOW mileages Ford cars wanted—R. & Currie & Co., Ltd., 155, Westbourne Grove, Bayswater, W.2. Bayswater 0095. (1475)

APPROACH—use first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Fris. 4801-3. (1454)

LITON MOTOR CO.—Ford, Ford main dealers, require 1947 Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 7715. (1062)

Ford Spares and Service
NORMAND, Ltd.

MODERN equipment provided by a skilled staff ensures top service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (1028)

F. H. PEACOCK, Ltd.
COMPREHENSIVE stock of spares for all Ford and Fordor, Dagenham reconditioned engines, 8, 10, and 30hp, always available from stock.
219—221, Batham High Rd., E.W.17. Tel. Batham 4401. Also at
FORD Rd., Fulham 51222. (10406)

ALLAN TAYLOR (MOTORS), Ltd.
JOHN B., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines).

FRANK G. GATES, Ltd.—High Rd., Woodford Green, E.11. Tel. Wandstead 2233. Main Ford dealers; service and all spares. (10095)

GLADERS MOTORS, Ltd.—45-45, Acre Lane, London, S.W.2 (Clapham 6311). Main Ford dealers; service and all spares. (10110)

FORD Ford madguards running spares, 1935-46.—Brook & MAH, 5 M.W. (10363)

YOUR Ford car will be much improved in comfort and safety after the Fraser Nash B.M.W. conversion.—Fraser Nash Cars Wanted (10463)

ROWLAND SMITH'S the Fraser Nash buyers—Hamstead High St. (Hamstead Tube) Ham 6041. (1934)

325 gns.—Fraser Nash-B.M.W. 1937, 2-litre Type 45 four-cylinder drop head cabriolet, light tan, red leather, very good condition, taxed; terms, exchanges;—Rowland Smith, Leeds. (1455)

225 gns.—Fraser Nash-B.M.W. November, 1937, 2-litre Type 45 four-cylinder, maroon, maroon leather; term, exchanges; list, open 9-7 week-days and Saturdays.—Fraser Nash, Hamptons (Hamptons Tube) Hamptons 6041. (1463)

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FORD Ford madguards running spares, 1935-46.—Brook & MAH, 5 M.W. (10363)

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HILLMAN 10

1950 Hillman Phase IV, beige/red leather, 4,000 miles—4, Brick St., Park Lane, London, W.1. Clarendon 477-3. (1478)

WARWICK WRIGHT, Ltd.—offer—

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

£175—Humber 16/60 1954 saloon, black, lawn mower, leather upholstery, in good condition throughout; only trial.—23, London Rd., Depton, Kent. (460)

1949 Humber Super Snipe (grey), perfectly maintained, heater, £1,500.—R. N. C. B., Whitehouse Abbey, Whitehouse, Woking, Surrey, Tel. 128. (4763)

1949 (late) Humber Super Snipe, black saloon, brown leather interior, one most laudable owner, leased December, model to new in every respect. £1,400 or near offer. (4763)

A. E. PALMER MOTORS, Ltd., 12, Church St., Luton, Tel. Luton 4212. (4763)

HUMBER drive sports saloon, 1935, new windscreen, new battery, unusually good engine, free-wheel, £250; seen by appointment.—Woods Cottage, Wainwright, Burnt Rd., Fulbourn. (4790)

1949 (late) Humber Pullman limousine, 27hp, with division, small mileage, choice of two, £1,795 each.—Ardwick Motors, 9-26, Downing St., Manchester 1. Tel. Ardwick 4665. (4116)

TANKARD & SMITH, Ltd., offer—1935 Humber 12 open 4-seater, leather in black and green, in good general condition, £240, 3 months' written guarantee.—97, Fencham Rd., S.E.15, Hodder 2091. (1500)

HUMBER Super Snipe, January, 1950, immaculate condition, overcast-free, 14,000 miles, radio, heater, etc.; offers in writing.—Tully-Craigs, Ltd., Great House, Collingwood St., Newcastle-upon-Tyne, J. (3767)

650 gns.—1940 Humber 16/60 de luxe saloon, black, leather upholstery, reconditioned engine, exceptional condition, 14,000 miles, 1949 depots, Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2, Tube Station, Tel. 311. (3767)

1949 (Feb.) Humber Super Snipe, grey, leather, 17,000 miles, fitted heater, in showroom condition throughout, £1,500.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton Surrey, Via. 121. (15062)

1947 series (December, '46) Humber Super Snipe saloon, 1400 cc, 1000 cc, 1000 cc, 1000 cc, leather, indistinguishable from new, any exam.—Seamster & Clements, Ltd., Watford Way, Hendon, W.4, N.W.4, Hendon 2146. (4556)

1949 Humber Pullman limousine, black with black leather in front and Bedford cloth in rear, H.M.V. radio and heater, indistinguishable from new first reg. £2,495; 16,775 (two months' written guarantee)—Herbert Robinson, Ltd., 14, Bamberley, Tel. 4143. (4500)

HUMBER Super Snipe H.P. (originally registered Mar 1949), chauffeur maintained superb condition throughout, total mileage 57,000, new engine fitted 5,000 miles ago; best offer over £600.—Write: Thomas Advertising Service, Ltd., 72, Fleet St., Chronicle House, E.C.4. (350)

795 gns.—Humber Hawk (May, 1947) 14hp saloon, black, sliding head, leather and cloth upholstery, carefully used, excellent condition, terms, ex-changes, list, open 9-7 week-days and Saturdays.—Barnard Smith, Hampstead (Hampstead Tube). (4662)

1947 Humber Super Snipe saloon, black, excellent condition, chromeless, may be inspected at Borough Police Garage, Cambridge.—Offers in writing, endorsed "Tender for Police Car," to The Chief Constable, Borough Police, Andover, Hampshire, by 10th March, 1951. (4559)

HUMBER Pullman (37 Thrupp and Mabery) 27hp, black, mileage under 51,000, first registered, seats six plus occasional, engine, upholstery, coachwork immaculate, engineer's report available, term at company chairman's car for superior hire work; inspection Cookham Dean, Bx 6720. (15015)

1949 (Aug.) Humber Hawk saloon, Mark 3, pastel green, sliding head, 9,000 miles only, the whole car in superb condition; £1,450; trade enquiries welcomed.—McKinnon Motors, Ltd., Lamban House, 3, Stafford Rd., Watlington, near Oxford, Surrey. Established 1906. Tel. Watlington 5024. (4559)

£650—1940 Humber 16 de luxe saloon, in immaculate original condition throughout, first registered 1949 and maintained regardless of cost, similar to 1948 model large luggage boot at rear.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.2, 2 minutes from Clapham North Underground, Tel. Maccuslay 5762 and Mai. 2573. (12589)

£1595—Offered at nearly £600 below its original cost, 1949 model Phase II Humber Pullman 27hp enclosed limousine, with all the very latest features, including head lamps built into wings, steering column synchronous gears, built-in push-button radio (dual operated), built-in heater front and rear, and every possible luxury; this car has had but one owner only and has been used privately since date of first registration, the whole condition is in keeping with a car which has been meticulously maintained; the face-forward occasional seats appear not to have been used and the rest of the interior is literally unmarked, any examination by A.A., R.A.C. or other qualified engineer welcomed and the car is fully guaranteed by us in writing. (4605)

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue, hire purchase, part exchanges, free delivery; showroom open from 9 a.m. to 8 p.m. Mondays to Saturdays. (4605)

A & S Display exceptional range modern Humber, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 1796, 1795, 1794, 1793, 1792, 1791, 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H. A. SAUNDERS, 40, Austin House, High Rd., North Finchley, 1100 yds. north of Tolly Rd. Corner, Hillside 0304. 14591
B. RAYNOR, 102 London Rd., Kingston, Kingston 3548. 14591

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B. RAYNOR, 102 London Rd., Kingston, Kingston 3548. 14591

Riley Cars Wanted
BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars—Upper St. Martin's Lane, W.C.2. Tel. 3568. 14591

WANTED, Riley Kentral 9 or 12, about 1955; reasonable price—P. Weaver, 23, High St., Melton Mowbray, Tel. 553. 14771

FLAHERTY, Riley distributors, will purchase any non-Covington Riley cars—110, Bold St., Liverpool, 1. Tel. Royal 6623. 17735

JACK ROSE, Ltd., require low mileage post- and pre-war Riley cars—Stafford Rd., Wallington, Surrey. Wallington 6877-8. 15066

APPROACH us first before disposing of your Riley car—Tandard & Smith, Ltd., 228-232, High Rd., N.15, Stamford Hill 3291-2-3. 14792

PERFORMANCE CARS, of Dalheim Mews, Beilme Lane, N.W.3 (Ham. 1111)—The Riley specialists, buy Rileys for cash immediately. 18641

URGENTLY required, 1946-9 1 1/2-litre saloons—Res Neale, Riley specialist, Hamblehurst Lodge, Botley, Southampton. Tel. Botley 132. 15069

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley cars—Great North Rd., Finchley Station N.2. Tel. 2501-8. 10706

1950 2 1/2-litre saloon, purchase or part exchange 1950 Triumph Renown saloon, private advertiser. Mathew, 876, Stafford Rd., Wallington, Croydon 4024. 15227

URGENTLY required, low mileage 1947-50 Riley 1 1/2- or 2 1/2-litre saloons—Glenon Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. 15097

Riley Spares and Service
A ROOT MOTORS, Ltd.—Fraserburgh gear boxes; exchange and repairs—163, Fulham Rd., S.W.6. Kenston 7301. 10286

BOON & FORTER, Ltd.
RILEY distributors—Spares and specialised service—Castellum, Barnes, S.W.13. Riverside 4444. 10147

RILEY distributors—Spares and specialised service—Addiscombe, Tel. Add. 2621. 10781

HARTLEY'S for Rileys spares and service—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2344. 10646

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention—Pasey Motors, Ltd., 176, Kellaway Ave., Bristol 7. Tel. 43040. 1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

P B L TD.
ROLLS-ROYCE specialists 40 years.

1937 30hp H. J. Mulliner saloon with division.
1936 25hp coupe, £10 tax, first registered 1950.
1935 25hp Tickford with division.
1934 25hp Hooper sports saloon.
1933 25hp Cockshott sports saloon.
1932 25hp Hooper sports saloon.

DADDON BROS. Ltd., 60, Choral Place, South Kensington, London, S.W.7. Ken. 9477-6. (4153)

OFFER the following from their specially selected stock—
1934 Park Ward 7-seater limousine, black, brown leather, face-forward occasional seats, excellent condition, £1,500.
3-5 Burlington Gardens, Old Bond St., W.1. Tel. Regent 7697.
FOX

JACK OLDING of Mayfair. (3434)
OFFICIAL Rolls-Royce and Bentley Retailers.

OFFER:—
1950 Silver Wraith Rolls-Royce H. J. Mulliner touring limousine, black, tan leather, only 6,000 miles.
1947 Silver Wraith Rolls-Royce Hooper touring saloon, black, brown leather, 27,000 miles.
1939 Rolls-Royce Wraith Park Ward saloon with division, grey, maroon leather.
1939 Rolls-Royce Wraith Park Ward enclosed drive limousine, black, black leather and cloth.
1938 Phantom III Rolls-Royce H. J. Mulliner razor edged sedan de ville, with large boot, over £1,000 speed on car last year, 17,000 miles, immediate delivery of new and used cars quoted on application.
A DULLEY HOUSE.

NORTH AUDLEY ST., W.1. Mayfair 5242. (4434)
R. C. MORTLAKE offers:—
1934 25hp Windover owner-driver sports saloon, one owner since new.
1936 25hp Rolls-Royce Windover sedan sports saloon.
1937 Thrupp & Mahery owner-driver sports saloon.
W E are interested buyers of good, used Rolls-Royce and Bentley cars.
R. C. MORTLAKE, 255, Kennal Rd., London, W.10. Ladbroke 3155. After 5.30 p.m. Arnold 4004. (2443)

HAROLD RADFORD & Co. Ltd.
INVITE you to call and inspect their unique selection of Rolls-Royce cars.
1937 Rolls-Royce Phantom III saloon, disappearing division.
1937 Rolls-Royce owner-driver saloon, 29,000 miles, sunshine roof.
HAROLD RADFORD & Co. Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (3537)

SWANMORE CAR SALES. Bournemouth.
£2500—Razor edged H. J. Mulliner 1938 Rolls-Royce owner driver saloon, Rolls reconditioned engine.
£1875—Rolls-Royce 1937 owner driver saloon, one titled owner since new, very roomy and attractive car.
£1875—Rolls-Royce 20-25 owner driver saloon by Barker, one careful owner, dual colour ice blue and black, magnificent car in original perfect condition.
EXCHANGES and terms with pleasure.—Swanmore Garage, 1176, Christchurch Rd., Bournemouth, Bournemouth. Tel. Southbourne 1022. (4443)

MASCOT MOTORS, Ltd., offer the following:—
1936 (Nov.) 30hp Young sports saloon.
1935 (Oct.) 25hp Arnold sports saloon.
1935 25hp Park Ward sports saloon.
1935 25hp Freestone and Webb sports saloon.
1934 25hp T. and M. owner driven saloon with division.
1934 25hp T. and M. owner driven saloon with division.
1933 (Oct.) 25hp T. and M. 7-seater limousine.
1932 25hp Hooper sports saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-hp Bentleys with all types of coachwork.
MASCOT MOTORS, Ltd., 257, Kennal Rd., Ladbroke Grove, W.10. Ladbroke 1241/2. (3378)

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley dealers and Repairers, offer:—
1936 black, leather to front, cloth to rear, face-forward occasional seats, one owner, mileage 36,000, a real car in superb condition throughout; £1,675. Berkeley St., W.1. May. 6266.
18 SERVICE Works & Stores, 12 Wellesley Ave., W.6. Regent 1413. (3669)

ROLLS-ROYCE Phantom II, excellent condition. 7-seater, face forward, division, £725. Rolls-Royce Phantom I, mechanically sound, £100.—Riverside 2597. (5510)

ROLLS-ROYCE

C M CAR MART, Ltd.
1938/9 Rolls-Royce 25/30hp 7-str. sedan de ville by H. J. Mulliner, 19,000 miles; £2,100.
1938 Rolls-Royce 7-str. limousine by Thrupp & Mahery, 8,000 miles; £2,795.
1938 Rolls-Royce 25hp 2-door sports saloon by Thrupp & Mahery, 36,000 miles; £2,795.
C 2431. Ld., 150, Park Lane, W.1. Grosvenor 4496. (4393)

1933 Rolls-Royce 40/50hp Phantom II H. J. Mulliner saloon with division, built-in boot; £725.
GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4496. (4494)

OWNER-DRIVER 30hp 1936 Barker Coachwork 4-door saloon, leather throughout, reasonable mileage, meticulously maintained.
OWNER-DRIVER 1939 Wraith Park Ward 4-door saloon, leather throughout, leather throughout, capacious boot, exceptional carriage, reasonable cost, total mileage, four door 30hp, Hooper bucket seats, grey leather upholstery, chassis NO. 60740, first registered 30th December 1937, spotless condition, seen—
SEEN: Alpe & Saunders, Providence Court, Grosvenor St., Mayfair-2941. (4428)

ROLLS-ROYCE (Sept.) 1940 Silver Wraith saloon by Park Ward, dark blue, blue upholstery, low mileage, excellent condition throughout.
EDWARDS & Co. (BOURNEMOUTH) Ltd., Official Rolls-Royce and Bentley retailers. Tel. 121. (4223)

1938 Phantom III Rolls-Royce enclosed drive limousine by Windover, recorded mileage 38,000; £1,625.—Charles Norman, 48, Fitzroy St., W.1. (4454)

ROLLS-ROYCE 1931 limousine 25hp AGK262, to be sold by section 51, Croydon Park, S.W.1.—Catalan Rogers Chapman & Thomas, 125 Gloucester Rd., W.7. (5011)

ROLLS-ROYCE Phantom III, 1937, body by Mulliner, an immaculate car, £1,275. Terms, exchanges.—Moreton, 61, Albert Road, Brompton, S.W.3. (4454)

1936 Rolls-Royce 25hp sedan de ville saloon, semi razor edge, fitted radio, an immaculate car; terms, exchanges.—33, Church St., Kensington. Western 5720. (4451)

LIMOUSINES—20 25hp and 25/30hp Hooper limousines, mileages all under 40,000; not ex-hire, from £1,300.—Laxton-Goodman, 54, North Audley St., W.1. Mayfair 5560. (7273)

1930 Rolls-Royce 20-25 saloon with division, one owner, face forward occasional seats, total mileage 59,000, £695.—L. F. Dave, Ltd., 111-115, Addison Rd., Croydon. Addison 5066. (3541)

LIMOUSINES—We have a Phantom II and a 20-25 Rolls-Royce; these are both fitted with 7-seater limousine bodies with face forward occasional seats and are in excellent condition throughout.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. (3646)

1938 Rolls-Royce 25-30, first registered 15.9.38, with 7-passenger limousine body by Arthur Mulliner, mile, guaranteed, £7,000, private owned and serviced by Rolls-Royce Ltd.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. (7425)

25/30 saloon by Barker, wind-down partition, leather upholstery throughout, first registered Sept. 1936, £1,400.—Wards of Paines 13, West Hill, S.W.15. Vandrey 1583. (3916)

1933 Rolls-Royce 25hp limousine, roomy body, fitted one head and side lamps, really immaculate, perfect chassis, privately owned; £695.—Hartley, 120, Euston Place, N.W.7. Western 046. (4572)

1939 Rolls-Royce Phantom III, last series, latest modifications, Hooper, owner driver, semi razor edged sedan, electric division, 10,000 miles, exceptional appearance, £3,000; no offers.—Box 8756. (4667)

ROLLS-ROYCE (Sept., 1950) 20/25 Park Ward sedan de ville, winding partition, mileage 59,000, well reared, owner-driver, beautiful lines, perfect condition, nearest offer £1,500.—St. Bury St. Linfield (Stark), Tel. 2092. (4000)

1936 (December) Rolls-Royce Phantom III Hooper 7-passenger limousine, mileage only 33,000, one owner, fitted with solid tappets, in excellent condition throughout, black exterior, black interior, (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Tel. Regent 5422. (4370)

PHANTOM II Rolls-Royce, the late property of famous variety artist, registered 1936, this is one of the special left-hand drive cars built in the American Rolls-Royce works, most beautiful four door drop head coach, radio, and many fine features, many extras, really a motor, most beautiful, an absolute gift at £275.—Eaton Motors, 13a, Adam & Eve Mews, Kensington, W.8. W.8. Western 4795. (4295)

A&S (Limousine) Specialist display exceptional occasion, Rolls-Royce motor, £1,950.
LIMOUSINES—25hp/1935, partition, forward only, black (1935 condition).
LIMOUSINES—1934 25hp Barker, partitioned, widest occasional seats, black exceptional throughout, £1,825.
LIMOUSINES—1935 25hp Windover, swept tail, widest occasional seats, black, immaculate.
LIMOUSINES—1936 25hp Barker, partition, widest occasional seats, swept tail, black, original owner.
LIMOUSINES—1937 30hp Barker, swept tail, widest occasional seats, partition, black, exterior.
1938 Windover 30hp Limousine, swept tail, widest occasional seats, partition, black, exterior carriage.
ALPE & SAUNDERS always purchase Rolls-Royce cars—550, Euston Rd., W.M.1. Euston 1212. (1070)

C M CAR MART, Ltd.
THE CAR MART, Ltd., with a purchase Rolls-Royce cars—550, Euston Rd., W.M.1. Euston 1212. (1070)

ROLLS-ROYCE Cars Wanted

S G OUR demand is urgent
OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, 21, R. Green, Ltd., 11, Berkeley St., W.1. Tel. Mayfair 9000. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (1051)

J. MARSHALL.
WANTED, Rolls-Royce 20-22 and 20-25, all types of coachwork, any condition.
MARSHALL, 569, St. Albans Rd., Watford. Tel. Watford 2369. (10438)

ROWLAND SMITH, the Rolls-Royce buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.
HOOPER & Co. (COACHBUILDERS), 54, St. James's St., Piccadilly, London, S.W.1. Regent 5242.
WILL be pleased to purchase pre-war and post-war Rolls-Royce expert advice and a valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's Street showrooms. (1054)

A&S always purchase modern 25/30hp Saloons, Limousines 1935-1940.
A&S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention and quick sale, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (1607)

THE BASKINGSTOCK MOTOR CO. purchase 20/22 and 20-25, 20-25, 25-30, Phantom II, any coachwork considered—27, Oak Rd., Bournemouth. (10416)

BROADWAY MOTOR CO. require elderly Rolls-Royce cars, particularly 21.5hp and 25.5hp types—3-13, Russell Rd., Wimbledon, London 2084. (10017)

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise—Compton, 69, Westway St., Crystal Palace, S.E.19. Ltv 3562. (10063)

RIPPON BROS. Ltd., the Northern Rolls-Royce specialists, special retailers and repairers with a good late model Rolls-Royce—Huddersfield 6340. (10015)

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lorfield Heath, nr. Crawley, Sussex, Crawley 437. (10066)

PRIVATE enquirer wants 1938 or 1939 30hp Rolls-Royce, must be owner-driver sunshine roof saloon, without division, at reasonable price.—Fuller particulars to Box 8717. (10015)

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in any class condition. Mayfair 5242. (10015)

CHARLES POLLETT, Ltd.—Officially appointed repairer and repolishers of Rolls-Royce cars, 20 and 25hp models.—11, Berkeley St., W.1. May 6266. Service works and stores: 12, Wellesley Ave., W.6. Ave 1415. (10597)

Rolls-Royce Spares and Service
JACK BARCLAY, Ltd.
LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.—Lombard Rd., Morden Rd., Merton, S.W.18. Liberty 7224 (8 lines). (10645)

J. K. ENGINEERING CO., Ltd.
WILL supply bumpers for Continental or pre-war models of Rolls-Royce and Bentley cars, state chassis number.—Found Lane, Wilsden, N.W.10. Willesden 5054. (1781)

CHARLES POLLETT, Ltd.—Officially appointed repairers and repolishers.
SHOWROOMS: 14, Berkeley St., W.1. May. 6266.

SPARE PARTS. 12 Wellesley Ave. W.6. Riv. 1413. (10614)

MERCHISON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wills Wilkin, 12-13, Marchmont Mews, Edinburgh, 11. Tel. 44008. 2785.

CENTRAL GARAGE, Croydon, specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Croydon 7444. (1197)

A H chassis, also reconditioned replacement engines, guaranteed for 12 months. Tel. 1935. Repairs, repairs, service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Ltv 3562. (10063)

ROVER 10
1947 (March) Rover 10 saloon, black, condition as new, offers over £1,000.—Stone, 55, Castellan Ave., Glades Park, Essex, Tel. Hornford 6206. (4279)

ROVER 10 1933, reconditioned engine, steering, etc., new battery, Rotoflow, 5 India, outer shell, collecting new car, £150.—Ruslip 6907, St. Ruslip Rd., Ruslip. (4432)

ROVER 12
CAR MART, Ltd.
1947/8 Rover 12 touring, radio, 12,000 miles; £1,150.
1946 Rover 12 saloon, 6 month's guaranteed, £945.—Chester Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (4495)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1947 Rover 12, 14,000 miles; £1,125.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford GU207-3-2. (4956)

£495 1935 Rover 12, 6 years, as new, black, in excellent condition throughout.
MARKIN & HARRISON (MOTORS), 492-8, High Rd., Chiswick 2613. (1916)

1946 Rover 12 sal., black, 1 owner, 20,000 miles. Tickford, Ltd., 8, Upper St. Martin's Lane. W.C.2. Temple Bar 3354. (4152)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 12

CATEHOUSE, offer 1956 (August) Rover 12 saloon in immaculate condition. £395.—Catehouse Motors, Ltd., Hildesheim Village, N.6. Mon. 2445. 13400

£340—Genuine 50,000 miles, car owner. Rover 12, de luxe saloon, all original condition, except engine resists at 54,000, black, green hide, good tyres. 14336

TIMMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.13. Tel. Putney 3595-4. 13568

ROVER 12 4-light sports saloon with sunshade roof, in black and red hide upholstery, interior of car including mats and tyres, as new, paintwork unmarked, except £1,045.—Jack Rose, Ltd., Glanford Rd., Wallington, Surrey. Wallington 6677-8. 14336

£333—Rover Special 12hp Sportsman coupe, finished spending over £200 rebuilding this vehicle post-war and the modern looks and excellent performance certainly belie the fact that this vehicle is 15 years old. 3 months guarantee. Hire purchase, part exchange.—Lams of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.4. Fri. 6221. 14792

ROVER 14

NAYLOR & POOT, Ltd., offer:—

1939 Rover 14 sun roof, 6-light saloon, black, brown hide, immaculate condition throughout, thoroughly recommended. £455, 3 months guarantee, choice of 250 quality cars, demonstrations within 100 miles, terms available. Hill, S.W.16. Reas. 5272. Open 8-6 each week-day including Saturday. 14969

DICKS CAR SALES offer:—

1936 Rover 14 streamlined sports saloon, recent overhaul. £345.—Below.

DICKS CAR SALES, Ltd., 305-401, High Rd., Kilburn, Midland Vale 6989-9. 12610

C. P. (BALHAM), Ltd., offer:—

240—1936 Rover 14 de luxe saloon, excellent condition, a bargain.—C. P. Balham Hill, S.W.12 (100 yds. Clapham South Tube). Bath. 1167-8-9. 13504

1939 (March) Rover 14hp saloon, exceptional condition. £495.

GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. 14466

1937 Rover 14 sports saloon, black/brown leather, in very good condition, 3 months' written guarantee.

TANKARD & SMITH, Ltd., 226, High Rd., S. Tottenham, S.8. 5291-2-3. 14754

1935 Rover 14 saloon, black, in good condition throughout, any trial, bargain. £275.—Wembley Court Motors, High Rd., Wembley. A975-6. 19627

1939 Rover 14 de luxe saloon, first-class condition throughout. £530, h.p. terms if required.

BROADWAY MOTORS 5-13, Russell Rd., Wimbledon, Lab. 2495. 14754

£475—Excellent condition throughout, present owner cannot accommodate this size of car on premises.—Tel. New Court 6276. 12469

375—1936 Rover 14, 1937 de luxe 4-door saloon, 1937 black, sliding head, blue leather, radio, very good condition, 1000 miles, 3 months' written guarantee and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube) 6692. 14052

ROVER 16

DICKS CAR SALES offer:—

1938 Rover 16 saloon fitted radio, discs, etc.: £475.

DICKS CAR SALES, Ltd., 305-401, High Rd., Kilburn, Midland Vale 6989-9. 12617

ARRIDGE SIMONS & Co., Ltd.—1938 Rover 16hp saloon, £525.—54, City Road, E.1. W.1. 14515

1946 (Dec.) Rover 16 sal, black, brown leather, in excellent condition.—Tel. Putney 3595-4. 14331

WALTER SCOTT, Ltd.—1936 Rover 16 saloon, black, excellent condition, one owner. £445.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 5814. 19216

ROVER 16 sports saloon, 1937 engine, rebored, coachwork and interior in immaculate condition after £25 bill at coachbuilders, used for year, owner's sale. Putney 1357. 14052

1938 Rover 16 sports saloon, makers' wheel discs, recent rebore, coachwork excellent, new tyres, accumulator, shocks and king-pins brakes, an exceptional car. £375; private owner.—8, Peilham St. S.W.7. Ken. 9077. 14566

ROVER 20

ROVER 20hp sports saloon, maroon, one owner, 20,000 complete engine, 2000 miles. £1,395. 14052

ROVERS, splendid mechanical condition, 24mpg.—Hill, J. Ellis Rd., Bedford. 14260

TANKARD & SMITH, Ltd., offer 1938 Rover 20hp saloon in black with brown leather, coachwork and interior in very nice condition, mechanically faultless, obviously carefully maintained by previous owner. £525, 3 months' written guarantee, also 200 guaranteed used cars of all makes.—139, Kings Rd., S.W.3. 14515

WARWICK WRIGHT, Ltd., offer:—

1949 (1950 model) Rover 75 P.4 saloon, black, green leather, radio and heater, 7,000 miles, £1,995. 14052

1949 Rover 75 sports saloon, grey, green leather, radio, heater, 2,000 miles. £1,395. 14052

WARWICK WRIGHT, Ltd., 150, Bond St., W.1. Mayfair 979. 14052

MANN & CO., Ltd., offer:—

1948 Rover model 60 saloon, green with green leather upholstery, mileage 8,000, immaculate condition. £1,395. 14052

14 Berkeley Rd., London, W.1. Regent 2073. 14052

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Rover 75 sports saloon, 14,000 miles, £1,595. 14052

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. 14954

ROVER 60 & 75

1949 (Jan.) Rover 75 sports saloon, black, 11,000 miles. £1,575.—Wards of Putney, 72, West Hill, S.W.15. Van 2735. 19017

ROVER 60, 1948, maroon, expertly maintained, immaculate condition, one owner. £1,250.—Clark, Delancy, Gexfield, Sussex (Tel. 260). 14281

1948 Rover 75 sports saloon, black, radio, heater, 10,000 miles.—Tickford, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. 14519

1948 (July) Rover 75 sports saloon, grey leather, radio, 11,000 miles.—Tickford, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. 14522

GORDON CARS (LONDON), Ltd.—1949 Rover 75 saloon, black, grey leather, attractive order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 14542

ROVER 75, first registered Jan. 1, 1949, sports saloon, black, maroon leather upholstery, 11,000 miles, perfect condition. £1,295.—60, Princes Way, Wimbledon, S.W.19. 15051

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors

DEVONSHIRE House, Piccadilly, W.1. (Groveview 2297).

HENLYS, Ltd., 385, Euston Rd., N.W.1. (Euston 4444).

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HENLYS, Ltd., England's Leading Motor Agents.

CAMDEN MOTORS—Rover 10hp 4-door saloon, 1935, registered July, 1934, 6 cran maroon finish, very good runner. £195.

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1939, most popular model of the Rover range, late registration, identical appearance to post-war, sound condition throughout. £215.

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1939, one owner only since new, maintained with every possible care. £215.

CAMDEN MOTORS—Rover 10hp special sportsman's coupe, 1940, a very rare example, stylish lines and appearance, extra. £265.

CAMDEN MOTORS—Rover 10hp saloon de luxe, 1941, black, brown leather, beautiful condition, small mileage. £275.

CAMDEN MOTORS—Rover 10hp saloon de luxe, Sept. 1947, finished in most popular of Rover colours, and grey with blue leather interior, first owned by Rover Co., one lady owner since, most immaculate little car. £295.

CAMDEN MOTORS—Rover 12hp sports saloon, 1937, attractive modern lines, external passage boot, late type instruments, excellent coachwork, finished deep maroon. £495.

CAMDEN MOTORS—Rover 12hp sports saloon, 1939, original black cellulose, red leather interior, first-class performance. £495.

CAMDEN MOTORS—Rover 12hp special four-door drop head coupe, probably the only one of its kind in the country, very small, light bodywork, outstanding condition throughout. £675.

CAMDEN MOTORS—Rover 12hp sports saloon, 1940, one owner, very small, light bodywork, outstanding condition throughout. £675.

CAMDEN MOTORS—Rover 12hp saloon de luxe, 1946, sparingly and carefully used by one owner, original Avon tyres. £495.

CAMDEN MOTORS—Rover 14hp saloon de luxe, 1935-4, one of the very good old-timers, tropical Rover performance. £495.

CAMDEN MOTORS—Rover 14hp sports saloon, 1936, with external rear boot and modern streamlined appearance. £495.

CAMDEN MOTORS—Rover 14hp saloon de luxe, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 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2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 29

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PERFORMANCE CARS of Daenham Mews, Belisle Lane, N.W.3 (Ham. 1111).—The sports cars specialists, buy sports cars for cash immediately. (3589)

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AUTOMOBILES are enthusiastic repairers, ingers and modifiers.—Automotive, lower Garra Perry Rd. Barnes, S.W.13 Riverside 6496. (0753)

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ROWLAND SMITH the S.S. buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041 (0958)

STANDARD 8
1946 Standard 8 tourer, grey, blue leather, a fast smart outfit. 6416

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (4038)

1947 Standard 8 saloon, 6485.—Blue Star Garage, 617, Finchley Rd., N.W.3, Ham. 2254. (4616)

GOLDERS Green.—H. A. Saunders, Ltd., Golders Green, 1947 Standard 8 tourer, black, speedwell 0011. (3611)

1946 Standard 8 1939 2-dr. sln., almost unmarked interior, side, roof, original petrol, choice 2, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Open Mon. 9 to Sat. 9-6. (50 yards Holland Park Tube.) (4263)

1948 Standard 8hp, black and brown upholstery, fitted radio and heater, 18,000 miles as new. 6575, terms exchange.

MAGNIN BROS. (Car Showrooms), 151-153, Pitts-Millam St. (off The Moor), Sheffield, 1. Tel. 24667. Open week-ends. (15470)

1946 Standard 8 de luxe saloon, perfect, guaranteed, £450, payments.—Vaughan, 11, Astwood Mews, S.W.7. Pk. 1519. (4752)

1946 Standard 8 de luxe saloon, black, 1000 miles, radio, Fram new tyres, new battery, best offer over £425.—Box 9694. (4251)

1946 Standard 8 tourer, immaculate, £450.—Hendon Garage, Hendon, N.W.4. Tel. Hendon 1423-4. (4089)

1947 (Sept.) Standard 8 de luxe saloon, grey with blue upholstery, superb condition, £495.—Northways Garage, Swiss Cottage, N.W.3, Princes 1127. (4728)

1939 Standard 8 saloon, black, mechanically reconditioned, superb very good, original paint, £375.—Wembley Car Motors, High Rd., Wembley, Arnold 3221-2. (3772)

1947 Standard 8 tourer, excellent condition, reconditioned engine, 3,000 miles, new battery, retractable, offers over £255.—Letch, Woodlands, Bodocote, Bodocote, N.W.3, Princes 3693. (3693)

STANDARD 8 de luxe saloon, late 1939, 1939 model, S painted black, blue leather, good tyres all round, mechanically sound, £225.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2. (Paddington station), Ammanford 1081-2. (4089)

TANKARD & SMITH, Ltd., offer:—1940 Standard 8 de luxe saloon, finished in black, blue leather upholstery, in water-repellent condition, 18,000 miles, 3 months' written guarantee, 97, Peckham Rd., S.E.15, Rodney 2951. (15505)

1946 Standard 8 tourer, meticulously maintained by late owner, really looks and runs like brand new genuine tiny mileage, 3 months' guarantee, hire purchase, exchange, Lombs of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pk. 6221. (4772)

1947 Black Standard 8 drop head, cellulose, hood, chrome, tyres all excellent condition, unique spare tyre and sixth spare tyre, has done 15,000 miles, petrol consumption 35 miles per gallon on late journeymen, latest Mar. 24, an immaculate and well-maintained, will exchange for a good 1947 10hp car with cash adjustment of up to £50. South London area.—Box 6744. (15043)

STANDARD 9
GOLDERS Green.—H. A. Saunders, Ltd., Golders Green.—1939 Standard 9 saloon.—Speedwell 0011. (3624)

1939 Standard 9 saloon, very clean car, £275.—A.Z. Motors, Palmerton Rd., N.W.6, Mal. 4723. (3601)

1939 Standard 9 saloon, repainted black, nice condition, £250, terms and exchange.—Fence Rye, 495, Pabst Rd., W.6. Tel. Fulham 5645. (12505)

STANDARD 10
1935 Standard 10 saloon, excellent condition throughout, 1899s.—McColl, Tel. Arno 7917. (4072)

1935 Standard 10 10 4-door de luxe saloon, black, brown hide, excellent condition, bargain.—Bray Motors, 180-194, West End Lane, N.W.6, Hampstead 4640. (4072)

STANDARD 12
CAR MART, Ltd.

1948 Standard 12 coupe, 9,000 miles; £945.

1948 Standard 12 coupe, 12,000 miles; £925.

1948 Standard 12 coupe, 1500, Park Lane, W.1. Grosvenor 3454. (4694)

ROUNDABOUT offer:—

1948 Standard 12 drop head coupe, black with brown leather upholstery; £225.

ROUNDABOUT GARAGE, Western Ave., Greenford, N.12. Midas, Walsley 1077-8. (4654)

CLANFIELD LAWRENCE offers:—

1947 Standard 12hp drop head coupe, grey, excellent condition; £750.—407, High Rd., N.12, Finchley 2921. (4072)

1947 registered (£10 tax) Standard Flying 12 de luxe saloon, grey, blue hide interior, good condition.—Box 9694. (4560)

1938 Standard 12 de luxe saloon, excellent, guaranteed; £330 payments.—Vaughan, 11, Astwood Mews, S.W.7. Pk. 1519. (4751)

1938 Standard 12 de luxe saloon, good condition throughout, black with brown leather upholstery, any trial or examination; 3 months' guarantee, hire purchase, exchange.—Lombs of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Pk. 6221. (4772)

STANDARD 12
GORDON CARS (LONDON), Ltd.—1947 Standard 12hp 12 saloon, black, excellent condition.—Gordon House, 573, Euston Rd., N.W.1. Bus 6611. (4508)

TANKARD & SMITH, Ltd., offer 1947 Standard 12 saloon, in black with brown leather, moderate mileage, as new throughout, £795, three months' written guarantee, also 200 guaranteed used cars of all makes.—190, King's Rd., S.W.3, Tel. Fitzmaur 4601/3. (4508)

695cs.—Standard 12 1946 Innesmore drop head coupe, black, red leather, radio, demister, good tyres, small mileage, very carefully used, exceptional condition, terms, exchange, hire, open 2-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (4651)

£395.—Standard Flying 12hp super modern 1935 saloon de luxe 1935, with independent front wheel suspension, twin Windmills horns, twin spurs and other special features, smart modern streamlined body-work finished in original black with grey hide interior, mechanical condition much above average for a car of its year, fully guaranteed by us in writing.

VANDER MOTORS, Ltd., Lake St., Leighton Buzzard, C. Beds, Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase, write for post-free catalogue, hire purchase, part exchange, free delivery, showrooms open from 9 a.m. to 6 p.m. Mondays to Saturdays. (4601)

STANDARD 14
SAUL & SLATTER, Ltd., offer:—

1948 Standard 14hp saloon, grey with blue leather upholstery, a really immaculate car, £355.

444, Alderman Hill, N.13. Tel. Grn. 1200. (4520)

1938 Standard 14 touring saloon de luxe, well maintained, ideal family car, £350.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (4038)

1948 Standard 14, grey with blue leather, low mileage, in excellent condition; £795.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. Tel. 441. (4651)

1948 Standard 14 saloon, black with red leather upholstery, one owner, nominal mileage.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Surrey, £325. (360)

1946 Standard 14 saloon, unquestionable condition.—Autowork (Winchester), Ltd., Tel. Winchester 4534-3406. (4382)

1937 Standard 14 saloon, black; £225.—Crown Garage, Albany St. (adj. Barracks), N.W.1, Tel. Euston 6507 and 1530. (4450)

1947 Standard 14 saloon de luxe, black, with brown upholstery, nominal mileage, in immaculate condition, £695.

HUNTERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15, Putney 0222 and 3560. (4431)

1948 (June) Standard 14hp de luxe saloon, black, brown leather, low mileage, 20,000 miles, £800.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (3694)

STANDARD 16
1935 Standard 16 family de luxe saloon, good runner, taxed.—Bray Motors, 180-194, West End Lane, N.W.6, Hampstead 4640. (4711)

1945 Standard 16.—Special offer, 1921 Standard 16 4-door, engine requires slight attention, bargain.—Bray Motors, 180-194, West End Lane, N.W.6, Hampstead 4640. (4712)

STANDARD 20
1938 Standard Flying 20 de luxe saloon, radio, guaranteed, in excellent condition, £1,000.

Russell Odns, Mews, Kensington, Park 7780. (4619)

STANDARD VANGUARD
COACHCRAFT offer:—

JANUARY, 1950, Vanguard, 12,000 miles, as new throughout, spare unused, tools unwrapped, £975, terms and exchange.

COACHCRAFT, Elm Rd., Evesham, Tel. 6539. (4524)

DICKS CAR SALES offer:—

1949 Vanguard saloon, leather upholstery, radio and heater, Ltd. 395-401, High Rd., Kilburn. (3719)

DICKS CAR SALES, Ltd. 395-401, High Rd., Kilburn, W.6. Made Vale 6888-9. (3719)

TOM GARNER, Ltd., offer:—

1949 50 Standard Vanguard saloon, grey with grey leather, 4,000 miles only.

1949 50 Standard Vanguard saloon, grey with grey leather, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (4532)

WARWICK WRIGHT, Ltd., offer:—

1949 Standard Vanguard saloon, grey, W.6. hide, radio, 5,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (4694)

ACE SERVICE STATION (LONDON), Ltd., offer:—

VANGUARD 1949 saloon, green, green leather, 9,000 miles; £965.

NORTH Circular Rd., Stonebridge Park, N.W.10. Bicar 5585 (5 lines). (4700)

1949 Vanguard, black, 6,000 miles; £1,035.—Silverthorne Motors, Ltd., 1011, Finchley 9214. (4964)

1949 Standard Vanguard saloon, unquestionable condition, excellent work (Winchester), Ltd. Winchester 4534-3406. (4391)

GORDON CARS (LONDON), Ltd.—1949 Vanguard grey/red, radio, heater, exceptional car, 175, Euston Rd., N.W.1, Euston 6611. (4539)

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manning Lane, Bradford, Tel. 2867-8. (4652)

1949 (August) Vanguard saloon, finished black, red leather, 11,000 miles only; £1,075.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (4652)

1949 Standard Vanguard saloon, green, red leather, radio, heater and sunshade roof, 18,000 miles.—Dunlop Tyres, exceptional car, John Gray, 20, Hermling Lane, N.W.2, Speedwell 1242. (4105)

STANDARD VANGUARD
1950 model Standard Vanguard, engine mileage 3,000, one owner, radio fitted, £995. Tel. Whalley, Ltd., London Rd., Bishop's Cleeve, Hereford, Tel. 181 and 182. (1581)

1950 (February) Vanguard, silver with red leather upholstery, 6,000 miles only, £1,150, also a 1949 at £325.—Roy Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2100. (4700)

STANDARD Vanguard (October) 1948, 11,000 miles, very carefully owner-driven, faultless condition throughout, extras include radio, heater, hide upholstery, seat covers, mats, spotlight, oil—Dixon, Redholme, Wigton, Cumberland, Tel. 205. (4243)

STANDARD MISCELLANEOUS
SALES, service, spares

STANDARD and Triumph distributors for Croydon, Purley Caterham, Epsom, Mitcham and Beckenham areas.

STANIS AUTO SALES, Ltd., Standard House, South C. End, Croydon, Tel. Cro. 6088-9. (0052)

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3, Tel. Fitz. 4601-3. (4508)

Standard Cars Wanted
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. (4651)

STANDARD
ROWLAND SMITH'S, the Standard buyers.—Hamstead High St. (Hamstead Tube)—Ham. 6041. (0958)

URGENTLY need post-war Standard.—21, Kinkaid Rd., S.W.7, Tulse Hill 1288 (day). (0751)

POST-WAR Standard required, cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulse Hill 4698. (0559)

ARISTON MOTOR CO., Ltd., for your Standard.—N.13, Tel. S. 6300.—Seven Sisters Rd., Tottenham. (1018)

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, need no object.—Huttons, Lonsdale, Tel. 2268. (1601)

A PROPOSAL to first bring disposing of your Standard car.—Tankard & Smith, Ltd., 180-194, King's Rd., S.W.3, Fitzmaur 4601-3. (4544)

C. A. PETO, Ltd., 42, North Audley St., W.1, Standard agents, will purchase Standard cars in first class condition.—Mayfair 5051.

STARNES MOTORS, 103, Crickwood Broadway, N.W.2, require more Standard cars in really good cond., cash or exchange.—Tel. S. 2460. (0451)

BEFORE finally deciding to buy a Standard, Ltd., of Woodford, Essex. Wanted 013 (13 lines), London Buying Office: 16, Berkeley St., W.1, Mayfair 7654. Ext. 111. (4617)

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S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' agents situated in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., Distribution, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Ma. & Vale 9114 (10 lines). (0228)

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29459.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Keirnes Garage, Highbury, Grand N.S. Canons, N.12. (0228)

STANDARD spares for all models, large provincial stockists.—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322). (0559)

STANDARD spares, all models from 1935; replacement units, complete overhauls; reconditioning.—Pitticks Garage, Alexandra Terrace, Guildford, Tel. 5391. (6210)

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. (0478)

BROCKHURST GARAGE.—Harrow agents for Standard and Triumph; sales service spares, reconditioned units.—Uxbridge Rd., Harrow, Walsley 1077-8. (4654)

LANKESTER ENG. CO., Ltd. (distributors in Surrey) since 1911; full range of spares, phone, write or orders dispatched immediately.—35-43, Enderby, Kingston, Kin. 3151-4. (0286)

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Standard distributors of Standard Vanguard and Triumph cars for sale of Innes Tel. Margate 1188. (1172)

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years 137-149, Widmore Rd., Bromley, Kent, Ray. 8526-7-9. (0626)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned standard exchange engines guaranteed 3 months; Dilling-Beddy accounts.—Aravia Ave., Finchley, N.3, Finchley 5908-9. (0038)

STUDEBAKER
1938 Studebaker Commander saloon, 26hp, black, really splendid condition throughout, £375.

Wembley Car Motors High Rd., Wembley, Arnold 3454. (4694)

1950 Studebaker Land Cruiser saloon, overdrive, radio heater, demister, absolutely immaculate, 8,000 miles, £2,650.—J. P. Cawley, 45, Kensington Rd., W.8. Western 6015. (4489)

STUDEBAKER CARS WANTED
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker, Wembley 5903.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

CAR MART, Ltd.

1949 Sunbeam-Talbot 80 saloon, 3,000 miles; £1,360.
1947 Sunbeam-Talbot 10hp touring, 8,000 miles; £1,250. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

BOON & PORTER, Ltd.

1949 (May) Sunbeam-Talbot 80 saloon, 13,000 miles, one owner, black, unscratched, £1,250.
1947 Sunbeam-Talbot 10hp touring, 8,000 miles; £1,250. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

BROOKLANDS for Individuality.

1949 Sunbeam-Talbot Model 80 saloon, black, leather, fitted heater, speedometer reading 7,000 miles.
103 New Bond St., London, W.1. Mayfair 8551-6.

CLANFIELD LAWRENCE offer:-

1948 Sunbeam-Talbot black radio, excellent condition; £665.-407, High Rd., N.12, Finchley 0001.

WARWICK WRIGHT, Ltd., offer:-

1949 Sunbeam-Talbot 80 saloon, black, buff leather, 12,000 miles, £1,350.
1947 Sunbeam-Talbot 10hp, 150, New Bond St., W.1. Mayfair 9781.

GUY SALMON AUTOMOBILES, Ltd., offer:-

1949 Sunbeam-Talbot 80 saloon, genuine 11,000 miles, H.M.V. radio, immaculate condition, £1,225; another at £1,175.—Fortmouth Rd., Thames Ditton, Esherbury 243.

1949 Sunbeam-Talbot 1st reg. 37/1/49, satin bronze, radiomobile, heater, 20,000 miles, £1,165.
NICHOLLS & SONS, Ltd., St. Mary's Square, Bedford 5563.

7000 miles.—A 1947 2-litre Sunbeam-Talbot drop head coupe, in every respect equal to new; £1,000.
F. FUGGLE, Ltd., Bushy Heath, Herts. Tel. 1665.

1949 (July) Sunbeam-Talbot 80 saloon, grey with grey leather, H.M.V. rad., 7,000 miles, perfect; £1,150.
1949 (April) Sunbeam-Talbot 80 saloon, grey with grey leather, H.M.V. rad., 16,200 miles, perfect; £1,165.

1948 Sunbeam-Talbot 2-litre saloon, grey, with H.M.V. radio, genuine 10,000 miles; £925.—Gibson's Sports Cars (Clid.), Ltd., Lyndhurst Rd., Chichester, Hants. Tel. 1681.

C. A. PETO, Ltd.—1939 3-litre Sunbeam-Talbot saloon, met. grey, recently overhauled; £625.—42, North Audley St., W.1. May 3051.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, grey, one owner.—Gordon House, 375 Euston Rd., N.W.1. Euston 6611.

C. A. PETO, Ltd.—1946 (July) Sunbeam-Talbot 2-litre saloon, black, 10,000 miles, one owner, immaculate condition; £925.—42, North Audley St., W.1. May 3051.

1949 Sunbeam-Talbot 80 saloon, satin bronze, 11,200 miles, as new throughout, one owner; £1,100.—Wembley Court Motors, High Rd., Wembley, A5201-2.

1949 Sunbeam-Talbot Model 80 saloon, one owner, only moderate mileage, satin bronze and red leather; £1,065.—R. S. Mead (Sales), Ltd., 22, Queen St., Maidenhead, Berks. Tel. Maidenhead 2642.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, attractively finished in metallic maroon with leather to match, a very special car, exceptional mechanical order, works reconditioned engine fitted January 1950, mileage under 7,000, new road springs, shock absorbers, dampers, battery and battery last month, specially recommended; £845.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, late registration, nude green, clean condition; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp fourseater, C drop head coupe, 1940, one lady owner, very pretty little car, similar appearance to post-war model, tip-top mechanical order; £536.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater drop head 1947, carefully driven and sparingly used, since new, no supplementary petrol drawn, original tires, engine had first drive November, 1950; £645.

CAMDEN MOTORS.—Sunbeam-Talbot fourseater drop head coupe (February 1948), granite grey with grey leather, whole car in positively immaculate condition throughout, speedo. reading 12,450 miles, but looks very much less; £835.

CAMDEN MOTORS.—Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and immediate purchase; write for post-free catalogue, easy and confidential hire-purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; showrooms fully staffed from any part of the country; showrooms open from 9 a.m. to 8 p.m. Mondays to Saturdays.

1949 Sunbeam-Talbot 80 saloon, 3,000 miles; £1,360.
1947 Sunbeam-Talbot 10hp touring, 8,000 miles; £1,250. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

1949 Sunbeam-Talbot 80 saloon, 13,000 miles, one owner, black, unscratched, £1,250.
1947 Sunbeam-Talbot 10hp touring, 8,000 miles; £1,250. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

1949 Sunbeam-Talbot 80 saloon, 13,000 miles, one owner, black, unscratched, £1,250.
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1949 Sunbeam-Talbot 80 saloon, 13,000 miles, one owner, black, unscratched, £1,250.
1947 Sunbeam-Talbot 10hp touring, 8,000 miles; £1,250. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

Sunbeam-Talbot Cars Wanted

R. ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Ham. 6041.
Hampstead High St. (Hampstead Tube). (0990)

CASH immediately for good Sunbeam-Talbot.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

CASH buyers of low-mileage Sunbeam-Talbot 10hp and 2-litre, distance no object.—Nation, Ltd., 5, Tottenham Court Rd., Tel. 2265. (0903)

3-litre Sunbeam-Talbot 1939 or 1940 wanted, must be in really good condition throughout.—Write R. W. C.-B., Winchcombe Abbey, near Cheltenham, Glos. 14254

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham, Tel. 46351. (0462)

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Lower Temple St., Birmingham, 2. (0099)

BROWN'S for Talbots.

1938 Talbot 3-litre saloon de luxe, H.M.V. push-button radio, recent £300 overhaul, immaculate condition; £395.—Brown's Garage, Longdon (Essex) 4113 (Tube). (4436)

CHIPSTEAD MOTORS Ltd.—See our advertisement under Sports Cars column. (4579)

£395.—Talbot 10 1938 sports, all appearance, as others, new, a really lively engine, choice 2, many others. (4436)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) (4261)

£105.—offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (4714)

1938 3-litre Talbot sports saloon, colour sunroof, metal, maintained and serviced by us since new, a most outstanding example of this model; £610.—F. FUGGLE, Ltd., Bushy Heath, Herts. Tel. 1665. (1661)

1937 Talbot 18hp saloon, black with red hide tyres, very attractive car with outstanding performance, 375 Euston Rd. Garage, Scillon Rd., South Crofton, Tel. Crofton 5470. (1561)

325 gns.—Talbot 75 1936 18hp de luxe 4-door synchromesh, black, sliding head, fawn leather, terms, exchanges, etc.—Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4650)

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991)

Talbot Cars Wanted
GEAR boxes.—H. & A. Engineering, 35, Grant Rd. G. Adcock, Tel. Ad. 2931. (0732)

1935/36 Terraplane drop head coupe, leather, immaculate, guaranteed; £235, payment by instalments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (4729)

NEWNHAMS, Ltd.
1947 Triumph 1800 roadster, grey with blue, low mileage, 1948, 14hp Vitesse saloon, black with NEWNHAM H.M. Dupont, 2-6, Hammersmith Rd., London, W.6. Riverside 4636. (3410)

CAR MART, Ltd.
1949 Triumph 2000 saloon, radio, heater, 4,000 miles; £1,495.
1949 Triumph 2000 saloon, 15,000 miles; £1,340.

1948 Triumph 1800 Roadster, radio, 5,000 miles; £1,255.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. (4695)

TOM GARNER, Ltd., offer:-
1950 Triumph 2-litre Renewal saloon, gunmetal with grey leather, 7,000 miles.
TOM GARNER, Ltd., 10-12, Fleet Street, Manchester, 2. Blackfriars 9265-6. (4326)

PHILIP RICHARDS, Ltd., offer:-
1949 Triumph roadster, one owner, grey, excellent condition.—Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (4674)

PHILIP RICHARDS, Ltd., offer:-
1949 Triumph razor edge saloon, grey, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (4671)

BROOKLANDS for individuality.
1949 Triumph model 2000 razor edged saloon, black, beige leather, fitted radio, speedometer reading 7,000 miles.
1949 Triumph model 2000 Roadster, black, red leather, fitted radio, speedometer reading 7,000 miles.
103 New Bond St., London, W.1. Mayfair 8551-6. (4468)

WARWICK WRIGHT, Ltd., offer:-
1950 Triumph Renewal saloon, grey, grey leather, 5,000 miles; £1,425.
1949 Triumph 2000 R 425 saloon, sunmetal, grey, grey leather, heater, 8,000 miles; £1,375.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. (3755)

TRIUMPH roadster, reg. 25/9/47, mileage only 10,000, absolutely as new throughout, any trial or examination welcomed; £399, no offers.—Tel. Richmond 1572. (4765)

TRIUMPH

GUY SALMON AUTOMOBILES, Ltd., offer:-

1948 Triumph 1800 saloon, 6,000 miles, black/beige leather; £1,150.
1949 Triumph 2000 roadster, excellent condition; £1,275.—Thames Ditton, Thames Ditton, Esherbury 243.

£165.—special offer. Beave.
£335.—1937 Triumph 14-4 Vitesse sports saloon, excellent runner, smart appearance, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (4708)

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey, excellent order, bevel.
GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, green/red leather, radio, many extras, bevel.

GORDON CARS (LONDON), Ltd.—1947 Triumph 1900 Roadster, grey, attractive condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (4536)

1949 Triumph 2000 roadster, grey with red leather, as new; £395.—Below.
1948 Triumph razor-edge saloon, black, 22,000 miles, excellent condition; £985.—Park Garage (Mooney), Ltd., Hampton Court Way, Molesey, Surrey, Tel. 4371. (4416)

1949 Triumph 2000 saloon, black with beige leather interior, H.M.V. radio, 5,000 miles; £1,365.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds North of Tolly Ho, Currier's Hillside 9324. (4428)

CLASS'S MOTOR MART, 1939 Triumph 14-40 Dolomite sports saloon, radio, exceptional written guarantee, 35, Warren St., W.1. Euston 5523. (1918)

£425.—1938 Triumph Dolomite sportsman's saloon, black, big 16 in. sp. wheels, ex. tires, immaculate condition throughout.
M. KILN & HARRISON (Importers), 492-6, High Rd., Chiswick, Chiswick 0556-2019. (1417)

1937 Triumph Dolomite 14/4 de luxe long saloon, guaranteed; £375, payments.—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7760. (4620)

1948 Triumph Roadster, grey, blue leather, 15,000 miles, Radiomobile and numerous extras, ex. condition; £395.—Candor Motors, Colchester, Tel. 2664. (4645)

1947 Triumph razor edge saloon, 18,000 miles, new tyres, radio, exceptional condition; £925.
John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (1493)

10300 miles.—1949 (July) Triumph saloon, Sutton, Cleeve Hill 25 (Cheltenham), etc.—Firm (only, please). (Trade enquiries only). (4056)

1938 Triumph Dolomite 14hp saloon, black, in very good condition; £425; also 1938 Triumph Dolomite 14hp 2-door saloon, reconditioned, rechromed, new interior; £450.
F. RICHARDS, LTD., CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2534. (2195)

1949 Triumph 2000 Roadster, grey/grey leather, L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1252. (4538)

895 gns.—Triumph 1930, April 1948, roadster coupe, mileage carefully used, exceptional condition, terms, exchanges.—Rowland Smith, Below.

750 gns.—Triumph 1930, November 1946, roadster coupe, black, maroon leather, Windstone horns, changes, list.—Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4649)

1949 Triumph razor-edge saloon, grey and chrome, written guarantee, exchanges, terms; £1,165.
R. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (4928)

1948 (October) Triumph 1800 saloon, one owner, £1,095; exchanges and hire purchase.—R. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. (4839)

1948 Triumph 1800 razor-edge saloon, finished immaculate, £1,025.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon, Central, N.W.4. Hendon 1423-4. (3514)

£120.—by instalments (£105 deposit).—Triumph 1930, 10hp 18hp saloon, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2

OTHER Vauxhall models and other makes of used cars in stock.
LAWSON PIGOTT MOTORS, Ltd., 320, King St.,
Hammersmith W.6. Tel. Riverside 4111. (3605)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Wyvern & Velox
(November) Wyvern saloon, absolutely immaculate, 17,000 miles; £275.
HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 414.

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1949 Vauxhall Velox saloon, 12,000 miles—Speedwell 0011. (3627)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1948 Vauxhall Wyvern saloon, black—Speedwell 0011. (3628)

1949 Vauxhall Wyvern, smoky blue, grey cloth, an immaculate and carefully maintained one-owner car. £285.—Below.

1949 Vauxhall Velox, 6,000 miles; £265.—Vanderhill's (buyers of good used cars), 215, Havestock Hill, N.W.3. Primeuse 4441. (3508)

Vauxhall Velox, 1950 model, 9,770 miles, black and grey, new Welcoming rings just fitted—Moores Garage, Ltd., Halesowen, Worcs. (4547)

1950 model Vauxhall Velox saloon, 5,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3506. (4043)

5600 miles—1950 (Jan.) Vauxhall Wyvern saloon, black—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) (4380)

1950 Vauxhall Wyvern, Coventry expired, as new, m. made under 5,000, spare spoked, £1,000 or best offer—Alec, Military Hospital, Colchester. (5014)

14000 miles—1949 (Jan.) Vauxhall Velox saloon, black, radio—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) (4380)

1950 Vauxhall Wyvern saloon, radio and heater, 6,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3506. (4042)

1949 (December) ex-co-vent Vauxhall Wyvern 12 saloon, black, absolutely immaculate condition from new; £850.—Wembley Court Motors, High Rd. Wembley, Arnold 5221-2. (9352)

1950 Vauxhall Wyvern 12hp saloon, 6,000 miles, one owner, very metallic, brown leather upholstery, wireless and heater, used most carefully by gentleman; facials, immaculate car, non-dielectric, m. comfort with economy, 101/97—Chelmsford Road Eng. Co., Ltd., Distributors, Hedsheath, Essex, Tel. Rom. 5847-5122. (4838)

Vauxhall 20
1936 Vauxhall 20hp Martin Walter cabriolet, very carefully kept and in first-class condition. £450.—Kham Motor Co., Kham. (4296)

Vauxhall 25
1938 Vauxhall 25 saloon, very carefully maintained—Autowerk (Winchester), Ltd. Tel. Winchester 4834/5406. (4393)

Vauxhall 25hp, 1938, black, brown leather, small mileage, well kept and very clean; £400 or best offer—Tel. Burth Heath 4530 to 5.0. (4128)

1936 Vauxhall 25hp, partitioned, widest occasional, leather upholstery, black, nice occasional service. £780.

LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair. 281. (4416)

Vauxhall Miscellaneous
SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grovenor 4528. (3017)

HAMILTON MOTORS (LONDON), Ltd. 466-490, Edgware Rd. London, W.2. Paddington 0022 112 lines. Vauxhall 12 toywork in good condition.

1946 Vauxhall 12 toywork in good condition, brown/leather, mechanically sound.

1948 Wyvern, 12,000 miles, black, exceptional condition.

1949 Velox, low mileage condition as new, choice of 2.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhalls cars, including latest models.

Vauxhall and other makes of used cars in good condition; let us know of your requirements. Tel. 0293-127. (4009)

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2. (Bk. 9897), always have a fine selection of post-war Vauxhall models carrying full warranty, your inspection invited. (3035)

Vauxhall Cars Wanted

THE CAR MART, Ltd., wish to purchase Vauxhall cars—150, Park Lane, W.1. Grosvenor 5454. (0975)

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4/6, Berkeley Square, W.1. Grovenor 4528. (3015)

ROWLAND SMITH'S, the Vauxhall buyers—Hampstead High St. (Hampstead Tel.) Ham. 0041. (0994)

URGENTLY required, 1948 Vauxhall 14hp saloon, must be of low mileage.

JOHN WILSON AUTOS, Ltd., Sandstead Rd., South Crofton, Sandstead 4260. (1347)

I REQUIRE post-war Vauxhall urgently—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2769 (day). (0752)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3908. (0674)

Vauxhall Cars Wanted
POST-WAR Vauxhall required. Cash payment—Morley, 54, Strathearn Hill, S.W.2. Tube Hill 2485. (0960)

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars—Upper St. Martin's Lane, W.C.2. Tel. 5506. (4056)

CASH buyers of low-mileage Vauxhall and Velox Vauxhalls, desire no expert—Hutton, Lord St., Southampton. Tel. 2268. (0605)

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted, write or call—Gair's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0083 (0979)

URGENTLY required, post- and pre-war Vauxhalls, cash immediately—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Car, write or tel. Paddington 0022. (0605)

WANTED by private buyer, South England, Vauxhall 14hp foursome drop head coupe or touring saloon, not earlier than 1938; state colour, condition of body inside and outside, immaculate, condition of engine material—Box 6709. (4457)

Vauxhall Spares and Service
CROYDON AUTOMOBILE COMPANY, Ltd.

Vauxhall-BEDFORD rebuilt assemblies exchanged Vauxhall-Bedford electric components, dynamo, starters, distributors, etc., exchanged at 50% manufacturers price, radiator exchange service and all other repairs to your Vauxhall or Bedford at.

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TRIAXION—Gear boxes, reconditioned units, on exchange plan, for all 10, 12, 14hp, 25hp and BVC models; stock deliveries.

TRIAXION—Expense units, exchange or outright sale, immediate deliveries, our reconditioned units complete with King pins and include shock absorbers over 5 months' guarantee available for 10, 12 and 14hp DX and J types.

TRIAXION—Finally all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIAXION—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, received from factory.

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WE specialise in service replacement units for Vauxhall 10, 12 and 14hp etc.

TEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 2-13, Russell Rd., Wimbledon, S.W.19. Liberty 2493-5. Stores: Liberty 6363. Grams Autoparts, Wimbles, London. (0633)

FORHAM MOTOR CO., for Vauxhall cars, spares and accessories, Egham By-Post, Egham 131. (0196)

FOR Vauxhall medians, running boards, 1933-9—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 2147. (0381)

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of spares and accessories available for immediate delivery—197/149, Widmore Rd., Bromley, Kent. Rom. 3456-7-8-9. (0595)

Vauxhall EXCHANGE SERVICE—Exchange your broken or worn differential, gear box or front suspension for a guaranteed reconditioned service unit, models 10, 12, 14, 25hp—Parish Garage, Ltd., 142/144, Stoke Newington Rd., London, N.16. (0604)

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WELHAM veteran car specialists, Brighton Hill Rd., Surbiton, Elmbridge 1973, buy and sell. (0601)

VOLKSWAGEN
COOMBS & SONS (GUILDFORD), Ltd., offer—

1948 Volkswagen, r.h.d., saloon; £465.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. (4955)

COLBURN GARAGE, Ltd., Ripon, Surrey, Tel. 2561—Sole distributors of Great Britain service and spares. (10373)

Vauxhall Spares and Service
NEW Vauxhall and other spares—55, Netherwood St., N.W.6. Mai. 1331. (0999)

WOLSELEY
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest

1947 Wolseley 12hp saloon, green, brown leather upholstery, 25,000 miles carefully used.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12 Berkeley St., W.1 (Fincham 8311) and 12, Chelsea Manor St., S.W.3. (1508)

BOON & PORTER, Ltd.

1949 Wolseley 14, excellent mechanical condition, reconditioned, new appearance; £375.

CASTELNAU, S.W.13 (By HammerSmith Bridge), Riverside 4444. (4561)

TOM GARNER, Ltd., offer—

1949 Wolseley 14 Eighty saloon, black with brown leather, 10,000 miles. (1347)

TOM GARNER, Ltd., 10-12, Peter Street, Manchester. Blackfriars 986-6. (4357)

BEART'S of Kingston, Wolseley distributors—Spares and repairs—108 London Rd., Kingston. Tel. 3348. (0903)

WOLSELEY
CLANFIELD LAWRENCE offers—

TWO Wolseley 14hp saloons; £395 and £365.—407, High Rd., W.12. Finchley 0091. (1474)

MEBES & MEBES, Ltd. (Est. 1893), offer—

1938 (Oct.) Wolseley 14hp de luxe 4-door saloon, black, brown leather upholstery, pass light, extra, coachwork, mechanical condition and tyres good. £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2042. (1448)

GOLDERS GREEN—H. A. Saunders, Ltd. Golders Green, 1936 Wolseley 12 saloon, black—Belvoir.

H. A. SAUNDERS, Ltd. Golders Green—1949 6.50 Wolseley saloon, green, 5,000 miles—140-141, Golders Green Rd., N.W.11. Speedwell 0011. (3609)

1937 Wolseley 18 de luxe saloon, guaranteed, £365; payments—Oxford, 4, Russell Gdns., Mexx, Kensington, Park 7780. (4618)

ARCHIE SIMONS & Co., Ltd.—1937 14hp Wolseley saloon, colour black, cloth upholstery; £425.—94, Cl. Portland St., W.1. Lan. 1545. (4514)

1938 Wolseley 18 saloon, immaculate, original condition; £395.—Lynch Garage (opposite G.P.O.), Uxbridge, Enfield, Tel. 122. (1318)

£325—1937 Wolseley 11; mechanically 100%, extra in spray; 11 mechanical horns, 754, London Rd., Thornton Heath 5081. (1494)

WOLSELEY Hornet 35 comp. chassis, eng. comp. second, bills available, first-class cond.—Offers to Hurreston, Grosvenor, St. Albans. (5046)

WOLSELEY 21hp, laid up during war, one owner, exceptional condition, 1938, £600.—Tel. Berner, Holborn 5946 or Woking 1418. (1505)

1936 Wolseley 25 saloon, beautifully maintained; £225.—Smith & Co., 370, Kensington High St., London, W.14. Tel. Western 2512. (1830)

1950 (Feb.) Wolseley 6/80 saloon, black with brown leather, heater, low mileage car, Wimbush & Co., Victoria St., S.W.1. Abbey 6096. (4472)

1938 Wolseley 18, really superb offer throughout, radio, 6000 miles, 1938, £375.—Hunt, 378, Kensington High St., London, W.14. Tel. Western 2512. (1451)

1938 Wolseley 14 sal., completely overhauled engine; £300.—Smith & Hunter, Ltd., 378, Kensington High St., London, W.14. Tel. Western 2512. (1452)

1937 Wolseley 25hp drop head coupe, 47,000 miles, black, blue leather, ex. cond.—Tieford, 8, Upper St. Martin's Lane, W.C.2. Tem. 3536. (4328)

1948 (Sept.) Wolseley 18 saloon, finished blue, with brown hide; this car as new, £365.—Beal Smith Garage, 141, London Rd., Kingston-upon-Thames, Kingston 1185. (4480)

1946 Wolseley 14hp de luxe saloon, new engine, roomy and attractive family car, £725; h.p. engine required—Broadway Motors, 5-13, Russell Rd., Wimblish, S.W.19. Liberty 2494. (0633)

890 c.c.—1948 (reg. March 1949) Wolseley 18 de luxe, use as coach, black, hide upholstery, one owner, superb condition, £510 deposit—(General) Smith & Hunter, Ltd., 278, Brinkley Hill, S.W.2. Tulse Hill 3211. (4706)

495 c.c.—Wolseley Super Six 1340 (registered 1947), £10 tax, 21hp, de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, good tyres, very good condition; terms, exchanges—Row and Smith, bever, Rd. Wimblish, S.W.19. Liberty 2494. (0633)

145 c.c.—Wolseley Hornet 1931 12hp 2-door sports car, open 9-7 week-day and Saturdays—Row and Smith, bever, Rd. Wimblish, S.W.19. Liberty 2494. (0633)

145 c.c.—Wolseley Super Six 1340 (registered 1947), £10 tax, 21hp, de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, good tyres, very good condition; terms, exchanges—Row and Smith, bever, Rd. Wimblish, S.W.19. Liberty 2494. (0633)

245 c.c.—Wolseley Super Six, June 1946, 21hp de luxe, very good condition, taxed, terms, exchanges; sat. open 9-7 week-day and Saturdays—Row and Smith, bever, Rd. Wimblish (Hampstead Tube), Hampstead 0011. (46514)

1937 Wolseley 14hp saloon, black, body reconditioned, 1937, new steering, new steering assembly, brakes refined, road springs set up, carefully maintained car—Gittaway, Bech Bottom, St. (5401)

1936 Wolseley 12hp saloon, mileage 40,000 (reduced on speedo 17,000), running order, 3 good tyres, a smooth, one owner since car, £325 de luxe Southampton Docks—Le Lacheur, St. Martin's Quay. (1943)

1939 Wolseley 21hp black saloon, one careful, fastidious owner, superb condition, unrepairable bargain; £495; exchanges, terms—Jack Stone & Son, 221, Upper Richmond Rd., Putney, Tel. 4 days and night. Putney 1054-5 and 2276-7. (14540)

1938-9 series Wolseley Super 6/25 d.h. four-door, fitted with many extras, including Ace disc, defroster, etc., a unique and handsome car, beautifully maintained; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Tel. Chiswick 2752/5753. (4555)

1948 Double Enclosed Limousine, 7-forward, mileage 12,000, black, original owner, good condition. £2500, perfect. (1145)

LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair. 281. (4415)

Wolseley 4/50 Cars Wanted

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars—320, Euston Rd., N.W.1. Eus 1212

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Woolsey 6.80 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Woolsey Six-Eighty cars—150, Park Lane, W.1. Gr. 5434.

Woolsey Cars Wanted

R ROWLAND SMITH'S, the Woolsey buyers—Hamstead High St. (Hamstead Tube), Ham. 6041.

E EUSTACE WATKINS, Ltd., as sole London Woolsey distributor with the largest Woolsey clientele, are the best market for used Woolsey cars.

E EUSTACE WATKINS, Ltd., 12, Barkley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fleming 6181).

S SMITHSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Woolsey, Wembley 3903.

1939 48 Woolsey 12 valued—Gordon Woodcock, 40a, Dromedary Rd., S.W.16. Streatham 8535.

1949 Woolsey 4/50 or 6/80 saloon required—Autowork (Winchester), Ltd., Station Hill, Winchester. 4586.

J JACK ROSE, Ltd., require low-mileage post and pre-war Woolsey cars—Stalford Rd., Wallington, Surrey. 6677-8.

W WEYBRIER AUTOMOBILES, Ltd., the Woolsey distributors, urgently require late-type Woolsey—Tel Weybridge 235.

C CASH buyers of low-mileage Woolsey 6s, 12/48, 14/60, 4/50; distance no object—Huttons, Lord St., Southampton. Tel. 2000.

7 SEATER Limousines 25hp Series Three, Details please: Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 1841.

B BLAKES, Woolsey distributors will purchase any non-Corvair Woolsey car—110, Bond St., Liverpool 1. Tel. Royal 6652.

A APPROACH us first before disposing of your Woolsey car—Tansard & Smith, Ltd., 235-237, High Rd. N.15. Stamford Hill 5291-2-3.

1939 Woolsey 25hp series 3 seven-seater limousine—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Weibell 1101-3.

Woolsey Spares and Service

W JACOBS & SON, specialists in spares and repairs for all models of Woolsey cars.

W JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. WANTED 0660.

W WOLLEY spares and repairs—Ramsey Motors, Ltd., 242-248, High St., Barnet 3240.

L ARGEST and quickest spares service in the south of England—Hewens Garages, Ltd., Reading. Tel. 8435.

F OR Woolsey mudguards, running boards, 1935-46—Brooks & Co, 6, Frederick Place, Brighton, Brighton 2147.

R HARDY & SON, 55, Marylebone High St., W.1. Weibell 1101. Spares, reconditioned unit service and repairs for all Woolsey series models.

E USTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Fleming 6181), for Woolsey service, complete overhauls, coachwork and reconditioned engines.

B ROCKHURST GARAGE—Harrow agents for Woolsey spares, service spares, reconditioned units—Uxbridge Rd., Harrow, W.1. Middlesex. Tel. 0204 361.

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200 cars under £400 drive away immediately on our Atom-on-the-spot-hire purchase system; no fine no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans and motor cycles.

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MISCELLANEOUS CARS

K ING'S AUTOS, King's Autos, King's Autos.

E NOLAND'S easiest hire purchase terms.

L OW deposits, drive away same day.

E VERY car guaranteed for 3 months.

W E have new deliveries of guaranteed used cars from £150 up. Phone your enquiries. Any car demonstrated at your home.

1936 Hudson shooting brake, bench type seats in rear, rear opening doors, 2 spare wheels, reconditioned engine, exceptionally good condition throughout. £245, or £380 deposit.

1938 Daimler 10hp de luxe saloon, an immaculate car in 100% showroom condition; £575; terms can be arranged.

1938 Vauxhall 14 4-door de luxe saloon, most expensive, passively repaired royal blue with blue leather upholstery, reconditioned engine, 5 new tyres. £445, or £150 deposit.

1938 Austin 10hp 4-door de luxe saloon, reconditioned engine, 5 practically new tyres, a really immaculate car. £355, or £150 deposit.

1936 Austin 7 Ruby saloon de luxe, engine just completely overhauled, 5 brand new tyres and at present being repaired beige with real red leather upholstery; £240, or £95 deposit.

1937/8 Austin 10hp 4-door de luxe saloon, just recently been repaired black with brown hide upholstery, reconditioned engine and 5 practically new tyres throughout. £320, or £105 deposit.

1937 Standard Flying 12 4-door de luxe saloon, 5 practically new tyres; £295, or £95 deposit.

1947 Buick Roadmaster in absolutely new condition, the total mileage of this magnificent car is under 20,000; it has been chauffeur-kept and represents an outstanding bargain. £215, or terms may be arranged.

1939-40 Morris 10 4-door de luxe saloon, 5 practically new tyres, reconditioned engine, 5 new tyres. £210, or £50 deposit.

1936/7 Riley Kestrel 16-litre with pre-selector gear box, an outstanding car of magnificent performance, in showroom condition throughout; £190, or £50 deposit.

W ILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 50 miles of Oxford.

P LEASE telephone your enquiry.

A NY car, motor cycle or van taken in part exchange.

KING'S AUTOS, King's Autos, King's Autos.

725 Seven Kings 3536 and 3537.

O PEN week-days 9 a.m. to 7 p.m.

1946 150cc Atco Junior Trainer 2-seater, perfect order; £38—Egham Motor Co., Egham.

R OBBS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 38 years.

Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the car buyers—Hamstead High St. (Hamstead Tube), Ham. 6041 (10 lines) Open 7-7 week-days. 0596.

M ARBLE

A RCH

M OTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

H IGH ST., Watford, Herts. Tel. Watford 4491.

W E are anxious to purchase any motor car, including damaged vehicles.

T HE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1954.

P RE-WAR Singer or B.R.A. 4-seater sports; state condition, year, price.—Box 8724.

1939 8hp Standard or Austin, around £250-37, Poplar Grove, London, W.6.

U RRENTLY required, used cars; h.p. accounts settled.—Grove Motors, North Rd., Southall 5477.

E AST EHEEN—Creswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612.

W ANTED, pre-war Austin, Morris or Hillman 8-10hp 4-seater; tourist preferred; no agents.—Lampard, 2, London Rd., Colchester. Open 7-7 week-days. 4796.

P RIDGE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—Stockwell Rd., S.W.3. Bri. 6251.

A YMOND, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines).

MISCELLANEOUS CARS

J OHNSTON'S SERVICE STATION urgently require for immediate cash all types of motor cars and light vans.

W E are desirous of purchasing a number of post-war 8 and 10hp saloons.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. 4444.

N AYLOR & SONS, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolsey—35, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday.

G ENUINE low mileage cars wanted urgently, hire purchase, insurance and h.p. accounts settled; always a large selection of second-hand car bargains at King's Motors, of 1, High St., Hounslow 5532. Pay us a visit. You won't be worried or pressed to buy. £550.

M ERRES & MERRES, Ltd. (Est. 1893), desire to purchase for cash any pre- or post-war car irrespective of horse power and type of body, if in genuine condition; full particulars of that car you have for sale, and figure, would be appreciated.—The Highway, Mill Hill, N.W.7. Tel. Mill. 2000.

MOTOR HEARSES

A LPE & SAUNDERS offer the highest quality Hearse (exclusive designs)—Certified mechanically—inspection invited. Below.

A USTIN Sheerline, RUBBER Phase II equipped 1951 streamlined Bearer also Deck Coachwork (availably swapped).

1951 AUSTIN Sixteen 4-bearer 7' 8" Deck Hearse, exclusive equipment, economical, reasonable cost.

R OLDS-ROYCE 25hp/1935 streamlined 1951 Deck Hearse Coachwork, certified mechanically.

S ILVER Wraith unstreamlined Deck Hearse (1951 Deluxe Coachwork) exclusive equipment, immediate delivery.

R OLDS-ROYCE 1937 30hp and modern Phantom II also Phantom III, fitted 1951 streamlined Deluxe Coachwork.

A LPE & SAUNDERS (100 Limousines; Lists posted) A Providence Court, Grosvenor Square, Mayfair 2941.

T HE best hearse in the country is built by Woodard & Nicholson, Ltd., of 10, Grosvenor Gardens, London, S.W.1. Tel. 4321.

A RTHUR MULLIN, Ltd., invite enquiries for the de luxe hearse bodies they are building on new Number Pullman and Austin Sheerline limousine chassis, deck, bearer or pedestal type supplied.

B UICK 81, Northampton, Tel. 307.

R OLDS-ROYCE Ph. 1 streamlined 4-bearer hearse, chassis reconditioned, new body 1947, really magnificent carriage. £875; also Ph. 1 limousine, £475; and 1950 Ph. II limousine, £230.—Taylor, 27, Elvaston Place, S.W.1. Western 0468.

AMBULANCES

A MBULANCE Austin 1939 8 seats, 2 stretchers; £200.—209, Northolt Rd., South Harrow.

A MBULANCES, new and used, latest civilian models, 24 large selection.—Lawton Goodman (Ambulance specialists) 135, Cricklewood Broadway, N.W.2. Gladstone 2226.

MOTOR COACHES

R OBE & YOUNG, Ltd., offer 1937 Dennis coach, 20-seater, forward drive, sun roof twin rear wheels; bargain; £225.—66, St. James's Ave., Epsom 110. S.W.2 (1 minute Strettham Hill station), Tulse Hill 6464.

MOTOR CYCLES FOR SALE

A 100 new motor cycles all makes in stock for immediate delivery; also a selection of second-hand bikes and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maids Vale 6044 (10 lines).

S A COLES, Ltd.—England's wedding motor cycle specialists, offer a large selection of new models for immediate delivery; exchange, hire purchase; everything for the Motor Cyclist.—564-566, High Road, Leyton, E.10.

MOTOR BOATS

13 6in speedboats, built to the special design of Percy C. See, of Farnham, in reverse climber, full 4-seater complete on trailer, spaced steel complete repaint and overhaul at cost of £160. 26 knots; £325, or would deal with car, cash either way.—Meet at Epsom Motors, 15a, Adam and Eve Mews, Kensington High St., W.8. Western 4795.

M OBILE CANTERNS, KITCHENS, ETC.—125—Mobile canteen, Morris, taxed.—209, Northolt Rd., South Harrow.

M OBILE shops, kiosks, office canteens, fish and chip vans, etc.—order, delivery from stock; hire purchase; lists and illustrations on application.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226.

TAXICABS

1949 Austin taxi, 30,000 miles (April); £850.—Clayton's Cars (London), Ltd. 337, Euston Rd., London, W.1. Tel. Euston 328 (6 lines).

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J ACQUIER, Ltd., offer—

B REKDOWN, twin booms, power operated equipment, side and rear, etc., fitted on 3 1/2-ton Ford chassis, reconditioned throughout; £395.

F ORD ex-W.D. 15cwt truck, 4x2, excellent condition; £125.

D ODOE ex-W.D. 3 1/2-ton l.h. truck, fitted twin rear wheels, exceptional condition; £225; another, right-hand drive dropside truck, low mileage, single rear; £250.—225-7, Hammermith Rd., W.6. Riverside 6677-5.

G OLDERS GREEN—H. A. Saunders, Ltd., Golders Green—1949 Austin 400 van, 13,000 miles—below

A SAUNDERS, Ltd., Golders Green—1946 Austin 10cwt van—Speedwell 0411.

C OACHCRAFT offer—

£275—1944 Austin 8 van, exceptional condition throughout, repainted mileage 25,000; terms and exchanges.

C OACHCRAFT, Elm Rd., Evesham, Tel. 6539.

£65—Austin Heavy 12-4 builder's truck, unrepainted, sound body, bargain.—Below.

£150—1946 (reg.) Standard 10cwt van, unrepainted bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480.

1939 (reg.) 10hp James 3-wheeler truck, little used, one private owner; £255.—Egham Motor Co., Egham.

D J. SHEPHERD & Co. (EN-FIELD) Ltd.

1948 Fordson 10cwt open lorry, low mileage, exceptional condition; £250.—

D J. Shepherd & Co. (Enfield), Ltd., 436, Bedford Rd., Enfield. Howard 1631.

R ADPOD van, 1934, all mods. carried out to 1936 B standard, immaculate condition; £350.—Riverside 2527.

200 miles only, Austin A70 Pickup truck—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 2505.

1948 Morris 10cwt van, reconditioned engine, re-painted prime 1940—Alley & Barrow, Ltd., 372, Kings Rd., S.W.3. Fia. 7343.

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PALMER'S MOTORS, Ltd., offer:-

A LIMITED number of unregistered Bedford for immediate delivery.

THE above vehicles are rebuilt as new, fitted with new coachbuilt bodies carrying 6 months' warranty; cars and commercial vehicles exchanged; deferred terms arranged—53, Fort St., Twickenham. Tel. Popesgrove 1590 and 7097. (4726)

BUSINESS concerns require offers for the following vehicles:-

AUSTIN 1946 8hp 5cwt van, Nash 1936 22hp van, Ford V.8 1937 10hp station wagon, view by appointment in London W.1 district.—Reply Box 8719. (4833)

JOWETT main agents for the Bradford 8-10cwt vans and light trucks—Saxon Jeffries, Ltd., 31 Winslow Rd., Didbury, Manchester, 20. Tel. Didbury 3446. (10040)

1949 Bradford 10cwt van, unregistered, 14,000 miles, one owner, 3-month guarantee, £225.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.15. Battersea 1156. (4622)

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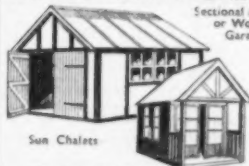
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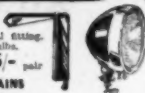
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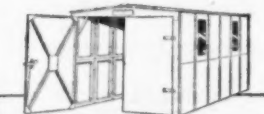
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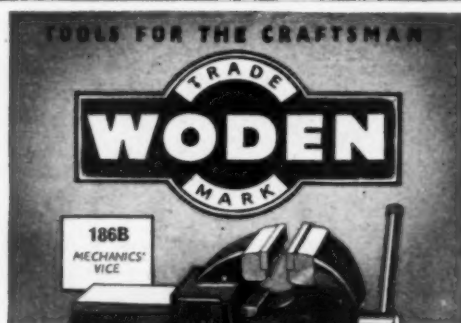
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